

CYCLE NEWS

FEATURING: 110-Mile National Championship Road Race Ascot TT Carlsbad Moto-Cross
A Pair of Class A Speedway Races Legislative Notebook Ascot Half-Mile

WEST 25¢

RAYBORN ROARS AT INDY 110 MILE NAT'L



INDIANAPOLIS, Ind., Aug. 4 — Cal Rayborn is the best road racer in the United States, Yvon Du Hamel is the best in Canada, both are two of the best in the world. This fact was proved last March at Daytona and last Sunday at Indianapolis Raceway Park.

It was the fourth and final AMA National road race of the season and Cal Rayborn was the winner. Cal now has won five National titles, all pavement races.

Rayborn and a surprising Bart Markel were the two heat race winners. In the 43-lap final on the 2.6-mile-per-lap course, it was Rayborn in front from the start. DuHamel was off slow, somewhere between 15th and 20th.

Big Battle For Second

Gary Nixon, Markel and first year Expert Walt Fulton gave Rayborn the run in the early laps. All three took turns running second with Markel passing Rayborn at least twice in the first fifteen laps. All the while DuHamel and his Yamaha 350 were on the move.

Fulton ran off the course on the ninth lap and was out of action for one full round before getting back into the fray. Nebraska's Denny Adler, who was being lapped on the 19th lap, got in too hard and fell. Markel had no place to go and crashed. Markel walked away and Adler came up with a broken arm.

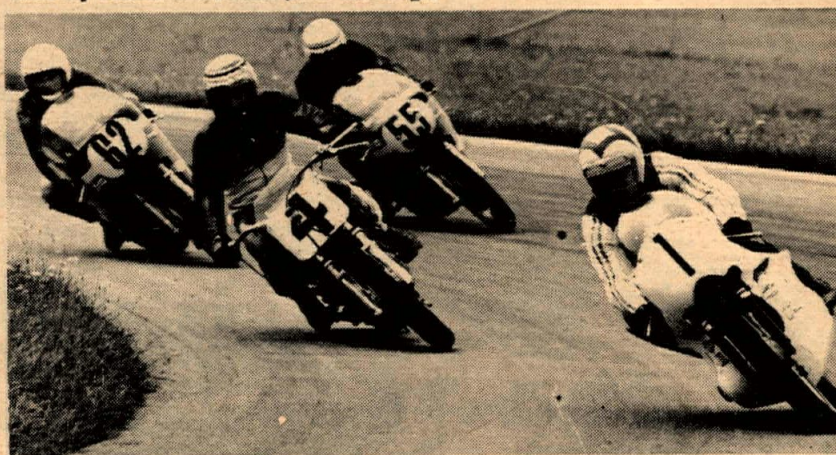
Rayborn and his Daytona/Laconia winning Harley were now in front by a sizable margin, about five seconds, when DuHamel moved into second place. Lap twenty-one and DuHamel had caught up and taken the lead by inches as the riders completed the lap. Rayborn stayed with the Canadian one more time around before the flashy Frenchman pulled out the stops and led by six full seconds at the end of 26 laps.

DuHamel Leads Until ...

The lead for DuHamel stayed the same until he came flying into the pits on the 34th lap with ignition troubles. The Canadian crew was unable to get the smallest machine in the field restarted and Rayborn again went back into the lead and one for this third National win this year.

Nixon fell off the pace early in the race but hung onto second place and the Na-

San Diego's Cal Rayborn swept to his fifth AMA National Championship Road Race victory at Indianapolis 110-miler August 4. The Harley-Davidson pavement artist is currently second in National point standings.



tional point lead by a narrow few points. Dan Haaby scored his best finish as an Expert in a National road race and was a solid third. Fred Nix came from the back during the late laps to grab fourth with Fulton making up much ground to finish sixth behind Buddy Elmore.

Art Baumann crashed in his heat race and did not run more than the first few laps in the final before pulling to the

Photos by Dave Friedman

A cornerful of top contenders: #1 Gary Nixon (Triumph), #4 Bart Markel (H-D), #62 Walt Fulton (H-D) and #55 Roger Reiman (H-D). Nixon took 2nd, Fulton was 6th, Reiman wound up 11th and Markel crashed in unavoidable tangle with slower rider.

(Continued on page 7)

NEWSPAPER

6477 North Long Beach Boulevard
Long Beach, California 90805

CYCLE NEWS

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

AUGUST 11 - 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. — Entries from AMA or District Referee. Entries Close July 21.

AUGUST 16-PROFESSIONAL SHORT TRACK

CHAMPIONSHIP Santa Fe Enterprises, 9100 S. Wolf Rd., Hinsdale, Ill. — Santa Fe Speedway — Entries from AMA or District Referee. Entries close July 26.

AUGUST 18-20 LAP TT NATIONAL CHAMPIONSHIP

Peoria, M.C., 1212 S. Jefferson, Peoria, Ill. — Entries from AMA or District Referee. Entries close July 28.

AUGUST 25 - 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. — State Fairgrounds — Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1-14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. — San Jose track — Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8-11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif. — California Rodeo grounds — Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 - 25 MILE NATIONAL

Championship at Calif. State Fairgrounds 1-mile dirt track, Sacramento, Cal. Promoted by J.C. Agajanian, \$10,000 purse, time trials 12 noon, races 2:30 p.m. Entries from AMA or Dist. Referee, entries close Aug. 25.

SEPT. 15 - 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. — Schuyler & Tompkins Counties — Entries from AMA or promoting club.

SEPT. 21-22-500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich. — Entries from AMA or promoting club.

SEPT. 29 - 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107 — Entries from AMA or District Referee. Entries Close Sept. 8.

EVERY WEDNESDAY NIGHT

SPORTSMAN SHORT TRACK RACES at Trojan Raceway, CANCELED Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track entrance. Any affil. okay.

QUARTER-MILE FLAT TRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track, 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flat track, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLAT TRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. to San Fernando Rd., Pacoima, Cal. Races 8 p.m., \$2.50 adults, \$1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, \$10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sport-cycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

AUGUST 6, 7 & 8th

3rd ANNUAL PIKE PEAK TOUR, for info contact Bill Manning, 630 Cook St., Denver, Colo.

SATURDAY, AUGUST 10th

3rd ANNUAL VENICE LIBRARY MOTORCYCLE SHOW & FILMS. Share an afternoon of machines and films at the Venice Branch Library, 610 California Ave., Venice, Cal. Call Don at (213) 399-2765 for more info.

63rd ANNUAL IOWA SUMMER PICNIC sponsored by Iowa Assoc. of Long Beach at Recreation Park, 7th & Park Ave., Long Beach, Cal. For info call All States Society at (213) 437-8159.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

SPORTSMAN "SCANDINAVIAN CHAMPIONSHIP" NIGHT RACE at Benton Lane Speedway, near Junction City, Ore. For info contact Oregon Sportcycle, 1440 So. "A", Springfield, Ore.

SUNDAY, AUGUST 11th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Ln., Grants Pass, Ore. (503) 476-4018.

SUNDAY, AUGUST 11th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

SCRAMBLES by Fames M.C. at Fremont, Cal. AMA sanc., 9 a.m. signup, Dist. 36 classes. Next to dragstrip, Durham Rd. off Nimitz.

POKER RUN by Capitol City M.C., AMA sanc. Starts 9-12 noon from 2414 13th St., Sacramento, Cal.

TT SCRAMBLES by Willows Scramblers M.C. at Glen County Fairgrounds, Orland, Cal. Signup 9-11:30, race 1:30 p.m., AMA sanc.

1st ANNUAL POKER RUN by Redwood Empire M.C. Starts 9-11 a.m. from H-D Shop, 306 5th St., Santa Rosa, Cal. AMA sanc.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry \$5.00, post entry \$10.00 Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 6. AFM Nat'l pts., charity for children's hospital.

CALICO TEAM RELAY by Hi Jinx F.M.C. Signup at Jenkins Sport Center, Norwalk, Cal. Take Barstow Fwy. to Calico Ghost Town turnoff, follow lime to dry-lake bed. 100cc max., 8:30 a.m. start. For info call (213) 864-2860.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES by Silver City Scramblers M.C. Limbed from Stateline Cal. Nev. border on Interstate Hwy. 15. Dist. 37 rules, 9 a.m. start. For info call (702) 384-3024, Las Vegas, Nev.

MONDAY, AUGUST 12th

"OPERATION MOTORCYCLE" BLOOD BANK. Call Ken at (213) 964-2674 for info.

REFEREES MEETING at Lodi M.C. Clubhouse, Lodi, Cal. Send delegates with written rule change suggestions for Dist. 36 & AMA Comp. Congress.

WEDNESDAY, AUGUST 14th

NIGHT RACES at Myrtle Point Fairgrounds, Coos Bay, Ore. Opening night of Coos County Fair.

FRIDAY, AUGUST 16th

PROSPECTORS ENDURO AND HARE SCRAMBLES TROPHY PRESENTATION will be held at V.F.W. Hall, 1822 W. 162 St., Gardena, Cal. 7:30 p.m.

SUNDAY, AUGUST 18th

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

1st ANNUAL PACIFIC TRIALS CHAMPIONSHIP at John Wickett San Mateo Co. M/C Park, west of Redwood City, Cal. Limbed from Skyline Bl. & Kings Mtn. Rd. For info contact Pacific Int'l Trials Society, Box 2272, Menlo Park, Cal. 94025.

6th ANNUAL POT OF GOLD RUN by Calif. Rainbows M.C. RRC pt. run. Call (213) 430-5890 for info.

NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE by Int'l Sport Cycle Expositions at Vaca Valley Raceway, Vacaville, Cal., so. of Sacramento off Hwy. 80. \$1000 total purse. For info contact AFM, 4810 Daisy St., Oakland, Cal. 91649

SPORTSMAN ROAD RACES presented by Southwest M/C Racing Assn. at Odessa, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

SCRAMBLES by Los Gatos M.C. at Uvas Dam, Hall Ranch, Gilroy Cal. Limbed from Hwy. 101, AMA sanc., signup 8:30-11, race noon.

1st PIONEER TOWN EUROPEAN SCRAMBLES by Coachella Valley M.C., limbed from Yucca Valley, Cal. AMA sanc. Dist. 37 pt. run. For info contact Coachella Valley M.C., 71-306 Hwy. 111, Rancho Mirage, Cal. 92270.

HEART FUND BENEFIT POKER RUN by Oxnard M.C. Signin 8-9:30 a.m. at Oxnard M.C. Clubhouse, 4684 S. Saviers Rd., Oxnard, Cal. For info call (805) 487-4080 after 5 p.m. or write club at P.O. Box 1094, Oxnard, Cal. 93030.



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CALENDAR

SUNDAY, AUGUST 18th

ACA MOTO-CROSS at Saddleback Park, Cal. Jr. & Sr. 100-Open, pits open 8:30 a.m., race 11:30 a.m.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Lined from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

TT SCRAMBLES by Desert Phantoms M.C. at Adelanto, Cal. track on Hwy. 395. AMA sanc., Dist. 37 pts. (213) 927-3860.

TIJUANA TT RACES at Tijuana Speedway, Tijuana, Mex. Open 9 a.m., race noon. For info write Carlos Iribe, P.O. Box 2579, San Ysidro, Cal. 92023.

AUGUST 18th THROUGH 24th

BONNEVILLE SPEED TRIALS at Bonneville Sat Flats. For more info contact Earl Flanders, 200 W. Walnut, Pasadena, Cal. 91103, (213) 681-6451. Post entries available.

SAT, & SUN., AUG. 24th & 25th

WESTERN CANADIAN CHAMPIONSHIP ROAD RACES presented by Westwood M/C Racing Club at Port Coquitlam, B.C., Canada. For info contact club at Box 91, S. Burnaby, B.C., Canada.

SUNDAY, AUGUST 25th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry \$5.00, post entry \$10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 20. AFM Nat'l pts.

EUROPEAN SCRAMBLES by Spoke Benders M.C., AMA sanc., Dist. 37 pts., 9 a.m. start, approx. 3 mi. no. of Mojave, Cal. on Hwy. 58. Write club at P.O. Box 296, Lawndale, Cal. 90260 for more info.

7th ANNUAL SCRAMBLES by Salinas Ramblers M.C. & Salinas Elks Lodge, AMA sanc. Calif. Rodeo Grounds, No. Main St., Salinas, Cal. Gates open 7 a.m., signup ends 10:30 a.m.

SAMMY MILLER TRIALS by So. Cal. Trials Assoc. Am. 9 a.m., Exp. H Mast. 1 p.m. Saddleback Park in Orange Co. (213) 370-8491.

PERRIS TT RACE by Viewfinders M.C. at Perris, Cal. Dist. 37 pt. run. Signup 0-250 closes 8 a.m., big bike close noon. For info write Viewfinders, P.O. Box 1672, Studio City, Ca.

THURSDAY, AUGUST 29th

AMA NOVICE & AMATEUR SHORT TRACK RACES at Antelope Valley Fairgrounds, Lancaster, Cal. Promoted by J.C. Agajanian, \$600 purse. Time trials 6 p.m., race 8 p.m. For more info call (213) DA 3-5055.

SATURDAY, AUGUST 31st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, SEPTEMBER 1st

MOTO-CROSS at Crescent City, Cal. Starts 10 a.m., for info call 464-4871 in Crescent City.

MONDAY, SEPTEMBER 2nd

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. 6 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

SUNDAY, SEPTEMBER 8th

ENGLISH TRIALS presented by Ground Shakers M.C. at Las Vegas, Nev. For info call (702) 384-3024.

SUNDAY, SEPTEMBER 15th

HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Lined from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

TT SCRAMBLES presented by Hill & Gulley Riders M.C. in Las Vegas, Nev. For info call (702) 384-3024.

POKER RUN by Roamin' Wheels M.C. of Pacifica, Cal. AMA sanc. Starts from Mustache's Pizza Parlor, on Skyline in San Bruno, Cal. at 9 a.m. For info call Dave Mori at (415) 359-5880.

SAT. & SUN., SEPT. 21 & 22nd

1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SAT. & SUN., OCT. 5 & 6th

4th ANNUAL INDIO M/C TOUR by Pacific Coasters M.C. AMA 1968 Tour Awards, 125 trophies, for info contact local H-D dealer or write Pacific Coasters M.C., 4502 Gila Ave., San Diego, Cal. 92117.

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

FOR FAST SERVICE WHEN ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

MORE AMA NAT'L'S

SEPT. 29 - 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.-Southern New Jersey-Entries from AMA or promoting club.

OCT. 6 - 100 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.-Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 - 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.-Ascot-Entries from AMA or District Referee. Entries Close Sept. 21.

RESCHEDULED DUE TO RAIN

DESERT PHANTOMS

TT SCRAMBLES

AUGUST 18

AMA SANCTIONED - DIST. 37 POINTS

ADELANTO TRACK

(ON HIGHWAY 395)

SMALL BIKES-8:30 BIG BIKES-NOON
FOR INFO. (213) 927-3860

J.A.P.

PROFESSIONAL

SPEEDWAY SHORT TRACK

1/6 MILE ALL NEW DIRT SPEEDWAY

Riders and Owners
CALL 983-1617

AUG. 10 th

8:30 p.m. 40% PURSE

TOP 12 RIDERS SHARE

WHITEMAN STADIUM

12130 Pierce St., Pacoima

Take Terra Bella exit east

off Golden State Freeway



MOTO-CROSS SADDLEBACK PARK AUG. 18

MOTO-CROSS CARLSBAD RACEWAY

PRESENTED BY

**California Moto-cross Club
AUGUST 25**

TROPHIES - MONEY

More Trophies to Jr. Classes
Prize Money for Experts

ENTRY

Mail Entry \$5.00
Post Entry \$10.00
Entries Close AUG. 21

THESE ★ RIDERS WILL BE RIDING IN THE EVENT

JOHN DESOTO * GARY CONRAD * RON NELSON
GARY BAILEY * LARS LARSON * WALT AXTHELM
J.N. ROBERTS * PRESTON PETTY

CLASSES

EXPERT & JUNIOR 0-125 126-250 251-500 OPEN
CAMPING OK-GATES CLOSE 11:00 P.M. SATURDAY NIGHT
THE COURSE WILL BE DUST FREE * SPRINKLING SYSTEM
IN AND OPERATING * ALWAYS A COOL BREEZE * 6
MILES FROM THE OCEAN.

MAIL ENTRY TO: P.O. BOX 124, RESEDA, CAL. 91335

4 STROKE STARTERS 500cc & LARGER WILL RECEIVE 1/4 CASE OF RACING OIL

MOTO-CROSS

FOR CHILDREN
CARLSBAD RACEWAY

PRESENTED BY

CALIFORNIA MOTO-CROSS CLUB

AUGUST 11

CAMPING OK NIGHT BEFORE MOTO-CROSS

\$250

PRIZE MONEY

FOR EXPERTS CLASS COMBINED 250 THRU 500
TROPHIES FOR JUNIORS (SUPER BIG)
ALL PROCEEDS GO TO BOYS CLUB OF CARLSBAD
MAIL ENTRY \$5.00 POST ENTRY \$10.00

ENTRIES CLOSE AUG. 7th

ATTENTION

THESE ★ RIDERS WILL BE RIDING IN THE EVENT
JOHN DESOTO * GARY CONRAD * RON NELSON
GARY BAILEY * LARS LARSON * WALT AXTHELM
J.N. ROBERTS * PRESTON PETTY

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VOICES OF THE WEST

STATE PARK DEPT. AND TRAIL BIKES

Every person who is interested in the sport of motorcycle trail riding and who reads with interest the various things directed at him and his sport through legislative acts and the closing of public areas to his use should be happy to read the following.

Because of the keen interest to supply a place where all recreational needs may be met the California State Park and Recreation Department have included in their plans for the Pt. Mugu Recreation area 400 acres to be developed as a motorcycle trail and camping site.

The Conejo Trail Riders, a trail bike club in Thousand Oaks, and myself as their President, have been working closely with the Department in the initial planning of the area for the past year.

I've met with members of the staff on many different occasions and I wrote a report to Mr. William Penn Mott, the Director of the Park and Recreation Department. In it I discussed the various ideas that could be incorporated into a motorcycle "playground". Also included in that report were discussions on noise and erosion caused by motorcycles.

In our most recent meeting with Mr. Eugene Boucher, Senior Landscape Architect for the Department, we were asked as a club to bring out our bikes equipped with sparkarrestors for a noise level test in the proposed riding area.

The test was a success inasmuch that the bikes could not be heard in the main complex of the park, which was one of the concerns of the Department. Score one for our side. But there are bigger battles yet to be won, thus the reason for this letter.

Let me give you some particulars on the overall park plan. The Pt. Mugu Recreation area, located adjacent to the coast in the southwest corner of Ventura County, is composed of some 6000 acres. The terrain consists of rugged hills to a large gentle rolling valley. It is within this large grassy valley that the main complex of the recreation area will be located. Within the complex will be camping spots of all types including a group of sleeping cabins. There will be a large swimming pool, tennis courts, a large 18 hole golf course, a 50 room hotel, large free play areas and a complete shopping center.

Within a portion of the hills surrounding the valley they have included plans for a model airplane area, a rifle and pistol range, equestrian stable and riding trails, and our area, the motorcycle playground. As you can see, this is not just an ordinary park, but it is as the name implies, a total recreation area. Also, a great deal of the park will be preserved as a wilderness area and will be used exclusively for hikers.

They also had our interests in mind when they planned 400 acres of hills for a motorcycle play and camping area, even though 400 acres is not really enough, nor is the proposed 50 camp sites.

However, after having finally seen the area and having talked enough times to know what their concept of a motorcycle trail area is, I feel, although I don't wish to throw cold water on the project, that it may be tax dollars spent not necessarily needlessly, but perhaps unwisely.

I have been asked by the Park and Recreation Department to get a number of representatives from the various trail clubs in Southern California together for the purpose of discussion of the proposed motorcycle playground.

I want to do that and I solicit your help. But before that meeting with the Department, I think it would be wise to

discuss our ideas together before then so that we can approach them intelligently with our suggestions and hope that we can be heard enough to possibly gain more acreage. We can see that the 400 acres are developed to their maximum potential; at least that's a step in the right direction.

It is your help, specifically the Presidents of all trail clubs, that I'm asking for. Please write me and we will all get together on a most worthwhile project. If we can be heard and do it in a manner that we can all be proud of and the trail and camping area is developed to our mutual satisfaction, it would mean a great deal to the future generations of trail riders.

When the motorcycle playground is developed and used according to its intent and rules, it could then become a natural part of all future park planning. This is something we all have said should be done, and now it can be. IT'S UP TO YOU.

Address your inquiries to:

ROY COLLETT
Pres., Conejo Trail Riders
3402 Calle Quebracho
Thousand Oaks, Cal. 91360

SPORTSMANSHIP LIVES!

Thanks to Danny Hockie for lending me his rear wheel at Carlsbad Moto-Cross, Sunday, July 28. I couldn't have ridden the rest of the day if he hadn't, as I went out with a shattered wheel bearing.

Danny made a real effort so I could ride. I really appreciated it. Thanks again.

STEVE RAUCH
Shamrocks M.C.
(P.S. Danny went out with a broken swinging arm.)

WHEN IS A SPORTSMAN A SPORTSMAN?

In this rapidly growing sport with its increasingly large turnouts for desert, scrambles and moto-cross events it's time for Dist. 37 along with all of motorcycling to take a good long look at the classification of "Sportsman."

Just who is making up this sport? Is it the handful of outstanding pros riding for trophies provided for by the hundreds of sportsman (amateur) riders who turn out week after week, or has this sportsman been overshadowed by the race to catch the Europeans?

Take a good look at what I and many look forward to as one of the fun events of the year "Hopetown". Nothing can be more discouraging to the sportsman than to enter events of this type only to find himself competing with the same handful of outstanding riders who are known as sportsmen(?) ranging from Novice, Amateur, and Experts. How can the District accept the fact that these so-called sportsman race as sportsmen (amateurs) on Sundays while on Friday and Saturdays these same sportsmen can be found riding for money throughout the southland and for some even out of state. Yes, your so-called Novice can be found looking great at Hopetown taking home the gold while looking just as good at Whiteman in competing for big money! THIS IS NOT RIGHT AND SHOULD BE STOPPED!

A sportsman is an amateur, buys his own bike, parts, etc. It's a hobby not a business, sure if he proves himself outstanding he might receive a sponsored ride and that's great, but that's as far as it should go!

When a man decides he wants the buck more than his amateur classification he then becomes a PROFESSIONAL regardless of whether he rides Ascot, Whiteman, Carlsbad, or the Stardust 7/11. For years we have heard the cries from our one-time sportsmen that our poor showings against the Europeans were due in fact that they were professionals... and that they are! Now I as a sportsman say, "Hats off to our rapidly improving J.N. Roberts, Ron Nelson, Gary Bailey, Gary Conrad, Steve Scott, etc." They

are great and put on a tremendous show (such as the 500 main at Hopetown). However, they too are professionals and belong in a class all by themselves.

Proof of the pudding: Look at the names from the results in the Dirt Diggers 250 and 500 Expert sportsman main event. Hang your head in shame, District #37...I seriously doubt that any of the top 20 non-professional sportsmen (desert or scrambles) could have made the main. The sportsman who makes up this sport deserves better.

To the real sportsman this sport is just that...a sport or hobby, not a business. The majority of the fellows who take their families and drive a couple hundred miles every weekend are not interested in competing in the race to catch Torsten and the Husky factory! For better racing lets have a Professional Classification for ALL providers when attending sportsman events. Seven make up a class and let 'em go to it but NOT AT THE EXPENSE OF THE REAL SPORTSMAN.

Sincerely,
WHAT ELSE, A SPORTSMAN
Granada Hills, Calif.

HOW ABOUT DEATH VALLEY?

It would appear that your fine publication is remiss in its obligation to the readers in not publishing facts surrounding the "Death Valley Run" for 1968.

Idle gossip indicates there will be no Death Valley Run this year. If this is true, our organization feels that an explanation is due your readers regarding the whys, wherefores and howcomes. It would also be interesting to know if the run has been cancelled, is a run in its place in the offing or is some one person or group being selfish?

On behalf of the Santa Ana Cruisers I take this opportunity to compliment you on the fine job Cycle News is doing.

Respectfully,
G. NIELSON
Referee
Santa Ana Cruisers M.C.
Santa Ana, Calif.

("The following reply should answer your questions regarding Death Valley, and thanks for the kind words about Cycle News.")

DEATH VALLEY TOUR POST- PONED THIS YEAR

The 15th Annual Death Valley Motorcycle Tour that was to be held November 2nd and 3rd 1968 will be postponed this year. We will hold the Tour in 1969 approximately in October or early November.

Our plans are to enlarge the Event to a big 4 days - Friday, Saturday, Sunday and Monday - but we will tailor the event for those who can only make two days.

The Death Valley Motorcycle Tour started 15 years ago with 250 riders and grew to many thousands. Finally the tour became just too big, so in our new "future plans" the sky is our only limit.

We sincerely thank you for bearing with us this year.

Motorcycling yours,
DEATH VALLEY COMMITTEE
Motorcycle Tours, Inc.
12738 So. Paramount Blvd.,
Downey, Calif. 90242.

FLASH! 1968 NATIONAL AMA POINT STANDINGS (After 110-Mile Nat'l., Aug. 4, 1968)

1. Gary Nixon	444
2. Calvin Rayborn	440
3. Fred Nix	364
4. Bart Markel	332
5. Dan Haaby	321
6. Mert Lawwill	275
7. Charles Palmgren	185
8. Eugene Romero	182
9. Dick Mann	178
10. Buddy Elmore	164



Legislative Notebook

By Barbara Adams Dahms

DIRT AND THE DIRT RIDER—Part II

In areas such as the Panoche Hills in Middle California the Bureau of Land Management found itself squarely between the new recreational needs of the cyclist and the traditional demands of the cattle and sheep men. In the desert debate rages as to the fragility of the land and the degree of destructiveness of the motorcycle. Fragile land is land which will not restore itself once it is disturbed by unusual forces. Sand dunes, for example, are fragile. The forest areas are closed much of the year because of fire hazard. In other, more specialized areas, like wilderness areas and wildlife preserves, the conflicts are even more obvious.

If this looks like an endless squeeze for the cyclist, it need not continue to be. There is much land which is not fragile, or dry tinder, or the special preserve of anyone. It has to be sorted out. And it will be. Meanwhile, we have our own work to do. First we have to learn our own needs. We must survey ourselves and our desires in order to be able to present a logical request to the management agency. For example, the rock hound is basically the most destructive force of all because he takes away something which can never be replaced. Yet the rock hounds have gained complete acceptance by careful continuing cooperation.

At the moment there are no laws governing much of this problem. But there will be. And when they are passed we must be there. More important we must already have been there. We must already have made our case while the formula was being devised.

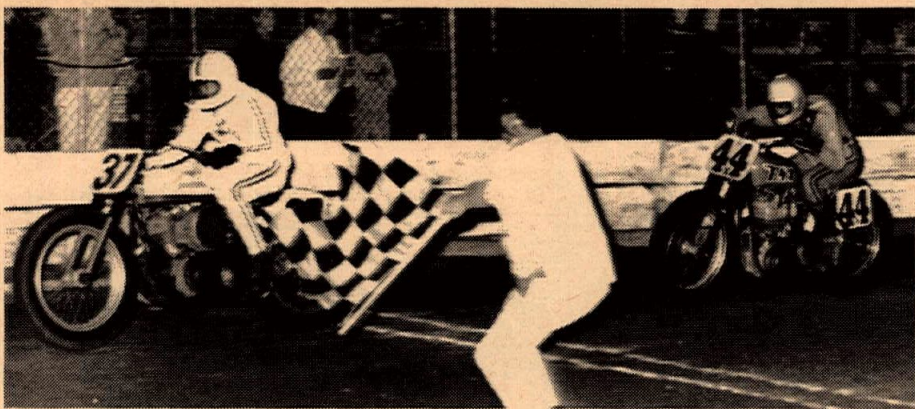
Good Public Relations Needed

This is going to take work and some good public relations. The agencies in charge are not basically hostile to the motorcyclist. They are a bit overwhelmed and anxious for cooperation. In recent conferences with the BLM I found their attitude to be that the motorcyclist is a continuing part of the scene and methods will have to be devised to coexist with the other continuing parts of the scene. Ultimately this will probably be restriction of some land, opening of some which is presently inaccessible, and fees of some sort to cover the constant restoration of facilities.

At the same time we may have to go out of our way to prove to other hobbyists that we do not endanger their rights. In spite of a recent article in a farm journal accusing cyclists of chasing sheep and stealing gas, the cyclists' image on the public land is not bad. So outstanding has been the behavior of live motorcycle riders (as contrasted with the movie variety) that commendations are frequently heaped upon them by the local citizens after a run. The National Parks Service reports the Hells Angels leave their campsites in very good condition. With recognition like that, how can we lose?

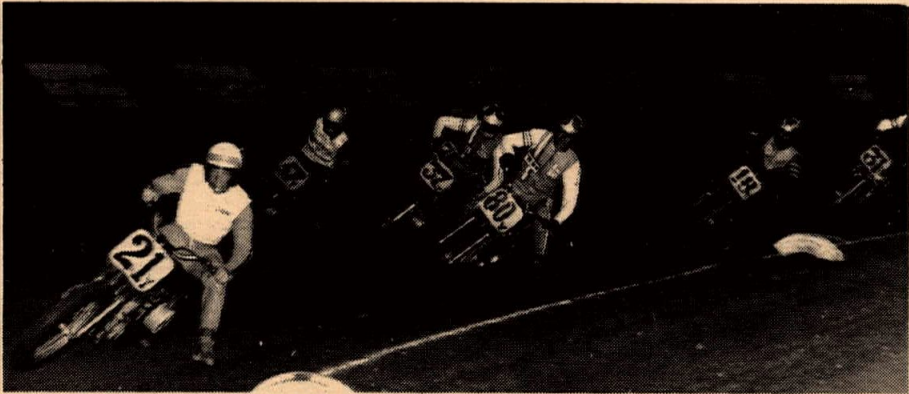
Some outstanding accomplishments have been made by local dirt rider groups throughout the state. Some which could have been made have failed for lack of cooperation by those who never quite realized how much they had to gain. These valuable efforts coupled with efforts at state and national level to define our basic rights and obligations will get us the space we need. We are on the ground floor and we are going to stay there.

LACHER DOES THE DEED AGAIN, LEAPS TO VICTORY NUMBER TEN!



By Carol Sims
Photos by Dennis Greene

GARDENA, Cal., Aug. 2 — After winning his heat race and the Trophy Dash, Harley-Davidson mounted Mel Lacher powered to Expert Main Event victory at Ascot Park Friday night — wire to wire. Sound familiar? It should; Mighty Mel now has a fantastic record of ten straight features to his credit and a sizable lead in the season's point standings.



Amateur heat race action finds #21y Don Harms (H-D) leading #57x John Larson (Triumph), #37y Bruce Anderson (Triumph), #80y Jim Rice (BSA), #18r Ron Lastra (R.E.) and #31q Jack Wilkin-son (Honda). Harms won heat, got 2nd to Tom Rockwood in final.

BSA rider DeWayne Keeter didn't fare so well. After setting the fastest heat race time and taking second in an extremely hard-fought Dash, Keeter — runnerup to Lacher in points — suffered his first mechanical failure of the year when his machine expired at the start of the Main.

The rest of the field stormed off, Lacher in the lead. Right behind him until lap five was Ron Kruseman (BSA), busily holding back hard-charging Chuck Jones and Shorty Seabourne, also on Beezers. As Seabourne and Jones battled it out, with first one and then the other forging ahead, they both swept by Kruseman, who maintained fourth until unloading without injury on the 8th circuit.

By this time Jones had broken loose from his competition and set out to whittle Lacher's 8-length advantage. Lap by lap he narrowed the gap as a good dog-fight took place between Seabourne, Phil Todd (BSA) and Ralph White (BSA) for the show spot.



Four fastest Novices got off the line for once-a-month green-plate Trophy Dash. Pole man #101 Keith Mashburn (Yamaha) took the win and the Cycle News trophy ahead of #201 Terry Donaher (Yamaha) and #124 Dave Hansen (Kawasaki). #102 Don Castro (Kawasaki) spilled but came back for the Main.

On the 13th go-around Phil moved ahead of Shorty and Ralph, but even on the last lap their finishing positions were in doubt. And Jones closed strongly on Lacher toward the end...though not soon enough.

Following Mel and Chuck to the checker were Todd, Seabourne and White, all of whom had made the Main the hard way, transferring from the Expert semi. A surprise starter, BSA-mounted National Number 2 Dick Mann, also worked his

#37 Mel Lacher (H-D) receives Whitey Lyons' checkered flag for victory over #44x DeWayne Keeter (BSA) in closely-contended Trophy Dash. Mel went on to 10th straight Ascot feature win.

way to the feature through the semi, winding up sixth; Bruce Holland (Triumph) and Paul Conserriere (Royal Enfield) rounded out the rapid field.

Rockwood Roars To Amateur Win

Amateur point leader Tom Rockwood pleased the crowd with another come-from-behind performance in the 10-lap yellow-plate final. Starting in the back row after winning the semi, Rockwood cut a steady, heads-up path through the pack to take over first place from Bill Cody (H-D) on lap five.

Cody had replaced early leader Don Harms, also H-D, two laps earlier but slid down and out of the running on the 7th circuit.

As Rockwood poured the coals to the Joe Dudek Triumph, Harms zig-zagged his way from second to fourth and back to second again, finishing ahead of Dave Smith (Triumph), who had also turned in an aggressive ride. Running next-to-last on lap one, Dave grabbed third place from Geezer Emick (BSA) with two rounds to go, and held firm the rest of the way. Jim Rice moved up to 5th ahead of fellow BSA rider Reg Chosney and Texan Bentley Hardwick, a first-time starter on the Ascot half-mile.

Mashburn Mashes Foe

Not too surprisingly, Yamaha-mounted Keith Mashburn racked up another flag-to-flag Main Event win in the Novice department, stretching his point lead over Dave Stroman (H-D), who finished 5th, and taking home the Cycle News

trophy for victory in the monthly green-plate Trophy Dash as well.

Randy Smith (Suzuki) got by Terry Donaher (Yamaha) for second in the final, but Mashburn was long gone — by nearly a full straightaway! Donaher hung onto third despite all Don Dudek (Yamaha) could do, and Stroman held off Suzuki-mounted Bob Fulton, who came from last place to sixth before he ran out of laps.

(Results on page 16)

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- August 24 — Sammy Miller Trials School.
- August 25 — Sammy Miller Trials.
- September 8 — First National Mini-Bike Championships.

(Watch this space for news of those good things that happen at Saddleback Park. Planning an event of your own? Hold it at Saddleback Park. Write Vic Wilson, Saddleback Park, Box 2455, Orange, Calif. 92667, for details.)

CARLSBAD BACKWARDS

Story and Photos by John Shedd

CARLSBAD, Cal., July 28 — Moto-cross enthusiasts found racing around the Carlsbad course in the opposite direction a big change, at the California Moto-Cross club's latest meet. The CMC is always full of surprises, but this race boasted much more than a reversal of the course. More sprinklers had been added to the course, and throughout the long day, with many, many bikes, dust was almost nonexistent. A permanent p.a. system had also been installed, and needless to say, this makes a great difference. To go one step farther in making Carlsbad the best moto-cross course in Southern California, and perhaps the United States, showers are now available so that riders may wash off the Carlsbad mud before heading home.

To witness the fantastic job that is being done at Carlsbad by the CMC, makes it hard to realize that this club sponsored their first moto-cross on February 4, of this year. On this day, only 23 riders showed up for the event, but undiscouraged, the club planned two events for March. July was the seventh event for the CMC, and it turned out ten times the number of riders that were on hand for the first, six months ago. There were 193 mail entries, and 37 post entries accepted before it was frozen at 230, so that the races could get under way.



Large field of 500cc Experts leave starting area for one of the motos.

Like everything else, success comes from hard work, and the two big work horses in the CMC who deserve a vote of thanks, are Stu Peters and Kelvin Franks. Larry Grismer, one of the Carlsbad raceway owners, has also done a superb job of promoting moto-cross, yet he stays in the background. Larry has also done his share of the hard jobs and has worked hand in hand with the CMC to make Carlsbad the greatest thing going. It rained Saturday night and sprinkled

SCRAMBLIN AROUND

By Maureen Lee

There are times in this business when we wish we didn't even have to look at another motorcycle or even watch another race and times when everything just jogs along in the same old pattern. Then there are times when things happen to make you know that everything is really worthwhile. One of those times was Friday night. We often wish we could attend trophy presentations but usually they come up on nights when we have to toddle to Ascot or some other location but Friday night we were able to accept the Viewfinders kind invitation to attend theirs at Warner Brothers.

Now, what would we find? Would we be in a big barren sound stage that would still be exciting to someone not in the film business? Nope. Instead we were transported for a brief time back "home" to the old country. The presentation was in the Great Hall set from the shooting of Camelot and almost defies description! Instead of lute-playing minstrels we had a great band who could play longer than anyone we've ever seen without a breather, and for Knights of the Round Table we had Clint Walker (sigh!) and Captain Kirk (sigh!) of the Star Ship Enterprise (alias William Shatner). It was neat to watch the presentation of the beautiful trophies, each bearing a big film spool, because we never saw so many lady winners of races in our lives! When it was made known who the presenters were the gentlemen gallantly allowed their wives or girl friends to accept the trophies for them. Darn it! Wish the Viewfinders had thought to give a trophy to The Biggest

Chicken in the Powder Puff class; I would have won that hands down!

Anyway, it was a night to remember and once again we salute the Viewfinders. They threw a marvelous Grand Prix and then topped that effort with a great presentation even if all of them being professionals in one way or another does give them an advantage over the regular mortals in our sport. We just wish that one of the big dailies could have witnessed the affair and given coverage of it, but good news is not news, as the adage goes, and it seems you still have to crash in flames or be a H.A. before you make a headline.

Other good news is that the Desert Phantoms have been allowed to reschedule their event (it rained out) to August 18 at Adelanto so we haven't lost that point race. Speaking of points, the race is on in earnest now for those single-digit plates next year. New bridegroom Fred Edwards is way ahead in the lightweight division with Gary Scott holding down second. The Lightweights M.C. are the club point leaders. In the heavyweight division it's Terry Dorsch (479) followed by Ben Fakkeldy with 450 points. Jim Hunter (446) comes next with John Rice fourth (425) and Tony Denius with 326. In club points the Dirt Diggers are the leaders; they have 27 heavyweight club members riding, but we give a pat on the back to California Gophers Ben Fakkeldy. Almost singlehandedly he's holding his club in second position with 855 compared to the Dirt Diggers' 1615. Then it's the Shamrocks (Terry Dorsch was one but isn't any longer), then O.C.M.C., the Stumpjumpers and the Viewfinders. If the Viewfinders ever make a real concentrated effort, watch out! They are one heck of a big club but because of their individual members' working commitments they can't always ride as much as they wish to.

Before we end this column we would like to go on record about our opinion of those types who rode the Dirt Diggers scrambles in classes they didn't belong in. Last week "Voices" had a letter from an unhappy gentlemen who thought the D.D.'s didn't care enough to do anything about the situation, but as we look at the results we find that more than one rider got busted for such conduct.

The Dirt Diggers referee and other club officers decided that rather than make a public thing out of it the riders in question would just get their lumps quietly. There was also another case of where a certain lightweight rider switched bikes for the Main. Nothing was said publicly and other riders in that class didn't file a protest although the fact remains that if that machine had finished the Main (it blew) the rider would have been told as he pulled into the pits, "we've disqualified you." But to get back to our personal opinion again, we can't say what we'd like to about guys who ride Novice when they are Expert or Amateur (or ride any other class than Expert when they are Class C Amateurs or Experts) because we don't want the office inundated with letters like they received on the "cherry" situation. We'll just go along with "ain't you got no pride?"



Lars Larson, first time out on the new 360cc Maico, winner of all 3 motos, takes downhill hairpin using bank of dirt to his advantage.



Hodaka-mounted Tom Rapp displays new cornering style, foot down, both wheels off the ground.

several times Sunday, but Carlsbad still had their biggest moto-cross yet. The 125cc Expert class was the first to try out the course. Eric Jensen (Hodaka) took the lead in the first moto, followed by Tim Hart (Guz), Gary Bailey (Hodaka) and Tom Rapp (Hodaka). Penton mounted Lars Larson was behind Rapp but soon took over the lead, where he and Bailey fought it out for first position. It was a nip and tuck battle all the way with Lars beating Gary to the flag by half a wheel. In the second moto, Larson got a bad start, and had to come from next to last to take the win. Bailey had plans for Larson in the third moto — all bad. Gary grabbed the lead and constantly widened the gap over the pack. Tom Rapp did a beautiful job of keeping the more experienced Larson behind him. When Larson finally did get by, Bailey was so far ahead, there was no chance to catch up. Larson took the class win with Bailey finishing third behind desert ace, Jack Morgan, who finished third in all three motos.

The first 250cc moto was a gasser. The Honolulu Hauler, John DeSoto, gunned his bright orange Montesa into the lead, followed by Gene Canady on a Bultaco and Russ Darnell on a Husky. The smooth, consistent riding style of Darnell soon put him in second, where he and DeSoto dived it out for the first slot. It was close all the way, but John was able to hold off Russ and take the moto. CZ mounted, Lon Peterson took the lead in the second moto, and Darnell again held down second with Walt Axthelm third. DeSoto had problems, such as losing a foot peg, and Darnell was



Winner of 1st 250cc Expert moto, John DeSoto (Montesa) lost footpeg in 2nd (shown), bent front rim in 3rd, still finished 6th. never close enough to be a threat to Peterson who won the second leg. Peterson and Darnell had switched positions in the final leg with Walt still running third, and DeSoto still having trouble — a smashed wheel this time. Darnell won the final moto, but Maico mounted, Walt Axthelm won the class with three third place finishes.

Lars Larson was out for the first time on a new Maico, and had no trouble at all in capturing the cash in the 500cc Expert class. Montesa's Ron Nelson was Larson's hottest pursuer in the first moto, but Don McCarley (Montesa) and Gary Bailey (Greeves) were also frontrunners all the way. In the second leg, Larson was again out in front with McCarley and Bailey putting on a real scramble for second spot. In the third leg, Larson had a good lead, and Bailey had his hands full with Nelson whom he fought tooth and nail every inch of the way. It was one of the closest races of the day, but it was Bailey who took second position. Larson seemed to have little trouble in taking the class win, but McCarley, Bailey and Nelson really earned their first, second and third places and put on a whale of a good show in the process.

The day was crammed with many good races, and the crowd (740) of spectators on hand enjoyed every minute of it. If you have been wanting to see a good moto-cross, be sure you make it to Carlsbad on August 11, when the CMC throws one for charity. If you do not race, but would like to take part, the CMC has extended an offer of free admission and a five dollar bill to anyone who is interested in being a flagman.

(Results on page 16)

Greeves

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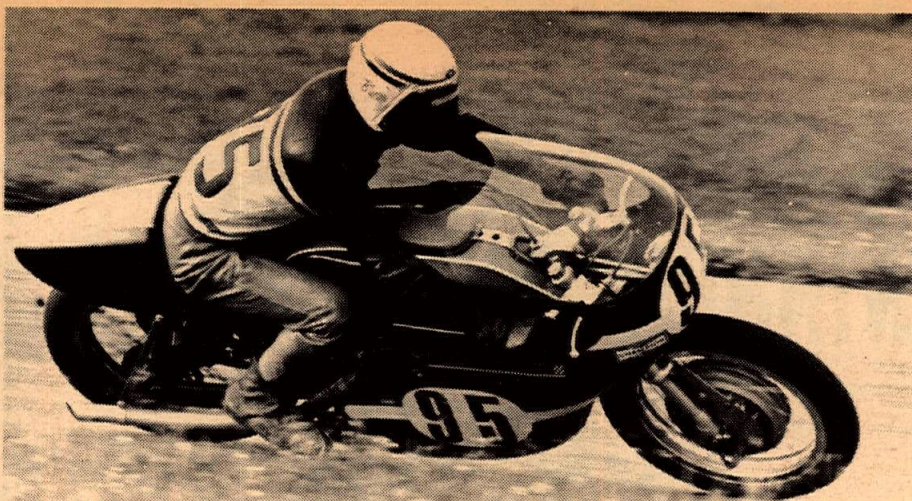
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110-MILE NATIONAL (Continued from page 1)



Point leader Nixon (left) and 110-Mile winner Rayborn engage in a pre-race pondering session under the sultry Indiana sun.



Mounted on a 350cc Yamaha, California's Ron Pierce (97) came from last place, took the measure of his foes in 50-mile Amateur feature race.

pits. Gearbox troubles put Mike Duff out during the heat race and he did not start the final.

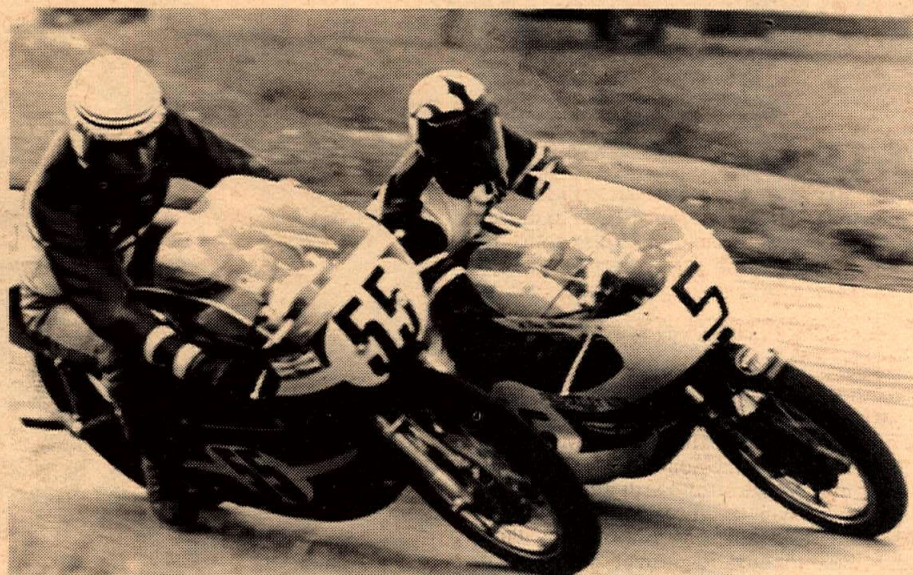
Pierce Takes Amateur

Three California Amateurs made the trip east for the event and brought home a one-two finish. Ron Pierce, on a team Yamaha 350 and Tom Rockwood on a Team-Hansen Matchless, outclassed a large field of eastern and midwest Amateurs in the 50-mile final.

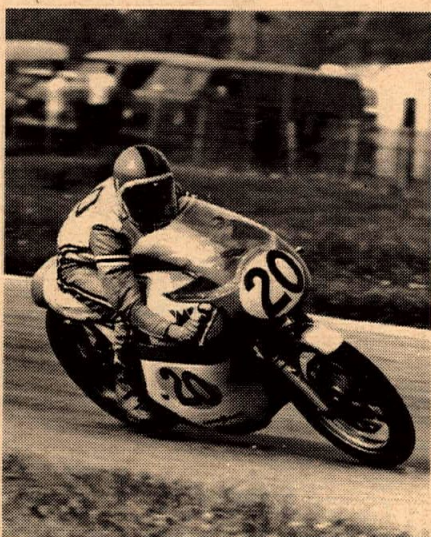
Bill Lyons, the Daytona Amateur winner, was also entered on the Honda that was ridden to the win last year. Bill crashed midway in the race and was forced out of the running.

#95 Freddie Nix (H-D) displayed his versatility by coming from behind to a solid 4th place finish at the Indy road race after two straight National wins on one-mile dirt tracks.

Lapping 18th place man #73 Jim Pegram, Walt Fulton (62) takes the low road, Dan Haaby (22) leans it way over on the outside. All three are on Harleys; Haaby got 3rd, Fulton 6th.



Canadian Yvon DuHamel (5) was leading by six seconds aboard a 350cc Yamaha when forced out with ignition problems on lap 34. Roger Reiman (55) and his Harley finished 11th.



Second place man in Amateur Championship event, #20 Tom Rockwood (Matchless G-50) held a full second lead over Harley-mounted Art Ninci.

MAP OF THE COURSE

Pierce started in last position due to ignition problems which prevented him from running in the heat race. New Jersey Matchless rider, John Potter was the early leader with Pierce coming up from the back.

When Pierce had moved into second Potter fell off, still out in front by a considerable distance. Ron then assumed the lead and the race settled on the duel for second between Daytona record setter and Laconia winner, Art Ninci (H-D) and Rockwood.

The two rode tied together most of the way with Rockwood moving by in the late laps to capture the runner-up position by a full second at the finish of the 20-lap championship.

Drill Team Thrill

The only real spectacular of the day came during intermission when the Louisville, Ky. Police motorcycle drill team put on an exhibition on the front straight-away. One of the riders got carried away and flipped his fully-equipped Harley at high speed. Both rider and machine were dented but nothing serious.

A large crowd saw rain hit on Saturday night and early Sunday morning but promoter Floyd Clymer again had perfect and hot weather by race time. Next stop on the National circuit is Lincoln, Nebraska this Sunday for a National TT in and around a quarter-mile dirt track. A short track race goes at the same location on Saturday night.

(Results on page 16)

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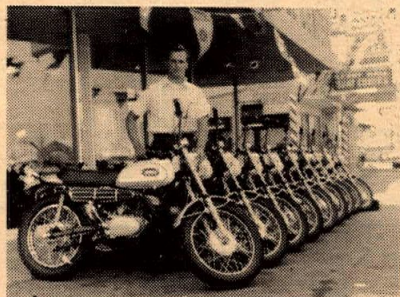
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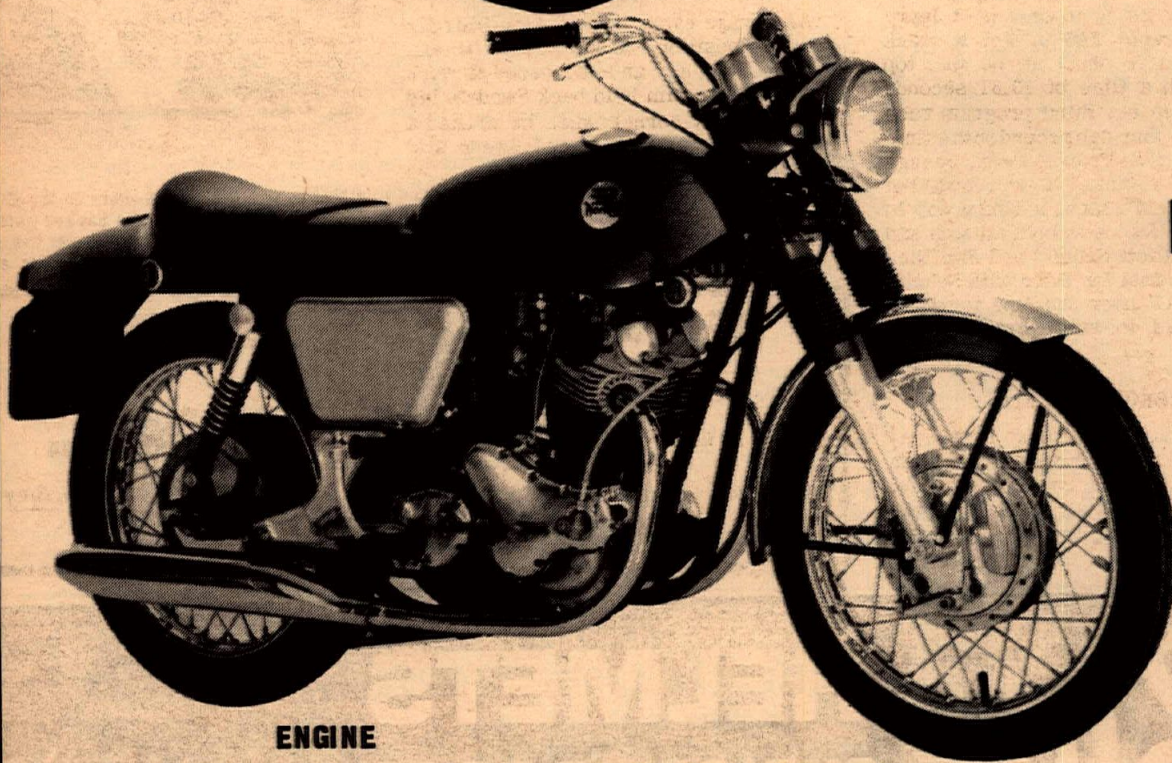
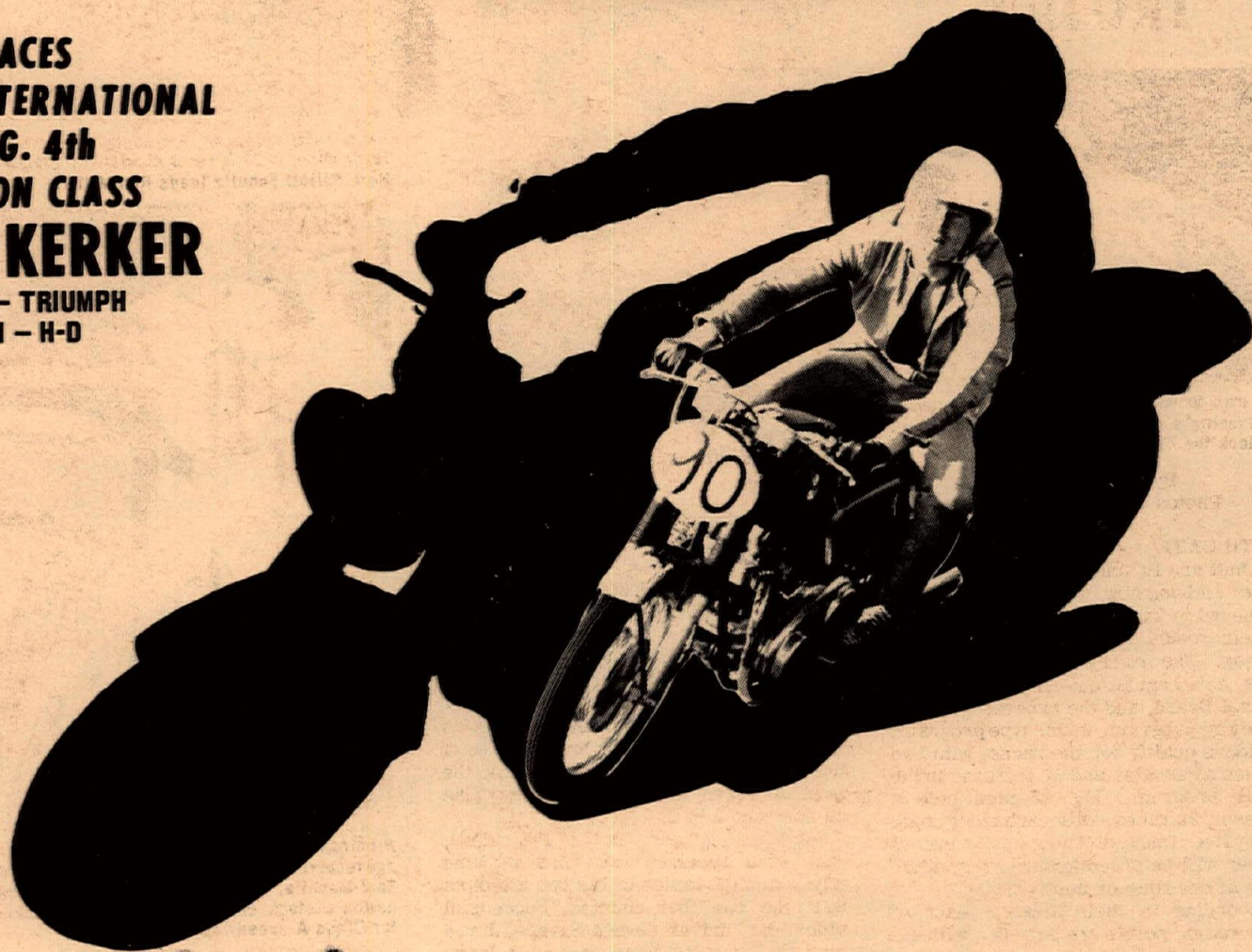
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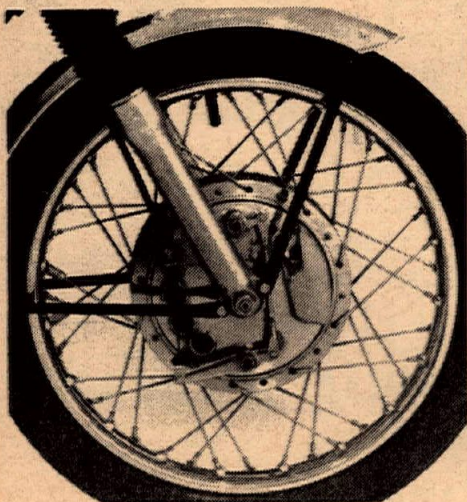
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SAVAGE COPS CLASS A OPENER AT TROJAN



Only man to defeat Swede Savage throughout the evening's events was Paul Conserriere, who took the Top Handicap Final.

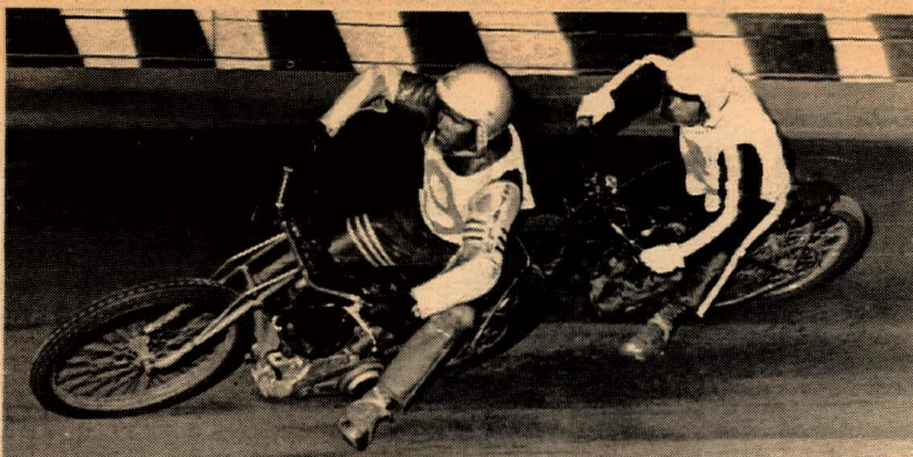
By Mike Capalite
Photos by Dennis Greene

SOUTH GATE, Cal., Aug. 4—The action was fast and furious Sunday night as the 500cc fuel-burning Class A machines journeyed to Trojan Raceway for the first of their weekly Class A shows on Sunday evening. The races are run under the rules and regulations of the Speedway Control Board, and the program is a true Speedway program. In this type program, 18 riders qualify for the races, with two of them alternates and 16 included in the actual program. The 16 men ride a series of 20 races, with each rider competing five times, and in these five events a rider will be pitted against every other rider at one time or another.

According to their finish in each of these races, points are awarded with the winner getting three, second place two, and third place one. At the end of the 20-race program, the points are tallied up, and the high point men (the men with the fastest time races and the men with the fastest qualifying times) are moved up into a series of scratch and handicap races. They not only get paid a certain amount of money for each point they earn, but the top riders can move into the scratch and handicap races for a shot at the rest of the purse.

Point System Popular

This system proved to be very popular with most of the contestants. For instance, as Lee Stumpfenhaus pointed out, he won his first race, then unloaded in his second race. Still he was able to come back for his other three races, but had it been a progressive-style program, his second race would have been a semi



Jack O'Brien takes the inside groove, John Carter goes outside in one of the thrilling 4-lap events.

and he would have been out of the running altogether, making not a penny for his efforts.

Another aspect of the setup is that it makes for a better spectator sport since a favorite rider is not able to be eliminated for the evening by falling down in his first race, and it also lets the better riders prove that they are the better riders by their riding ability rather than by a stroke of luck. As an example of the fast pace of this type of program, the first 20 races were run off in less than an hour and a half.

As it was a new track to the riders, each man received two runs in time trials and the faster of his two attempts was the one that counted. Successful stock car driver Swede Savage, lured back to bikes for a go on one of Jerry Fairchild's rapid JAP's, set a track record for all to shoot at; he was top qualifier with a time of 13.31 seconds for one lap. In his third program race Swede set the four-lap record with a time of 51.75. In the Trophy Dash, Savage was pressed by Jack O'Brien (Jawa) but Jack just couldn't seem to find a way to get around, as Swede is both smooth and consistent. Elliott Schultz and Jim Nicholson had a duel for third with Schultz taking his JAP over the line for third while Jim had to settle for fourth on his Jawa.

Swede Sets Sail

The Combination Handicap final consisted of the top time trialler, the top man for race time, and the two top pointmen, and since Swede was all of these, it was just backed down the line to get the next fastest riders.

Every rider raced against every other man at least once, making for a diversified program. Here Elliott Schultz leads Ron Miller.



Winningest rider of the evening, Swede Savage receives Trophy Dash gold from beautiful Soni Mahaffie. Swede has been burning up the nation's stock car tracks, returned to bikes for Class A speedway races.

As Savage came forward from his rear starting position, he got around Woods, then took Schultz and proceeded to work on Nicholson. Jim held back Swede's bid until the last corner when he drifted a little wide coming out and Swede slid in under him for the win.

The next final found Schultz on the rear line with Lee Stumpfenhaus (Jawa), John Carter (Jawa) and Sonny Nutter

(JAP). Elliott proved that there is no substitute for experience as he motored his way around first one rider then another, sliding the corners in fantastic style and finally working his way up to the win position. Stumpfenhaus finished second with Carter and Nutter following.

Conserriere Comes Through

The Top Handicap Final had the crowd on its feet as Savage, who had been undefeated in all of his previous races, was on the rear line with O'Brien, Nicholson, and Paul Conserriere (Jawa) in front of him, so the fans knew that this was going to be the race to watch. And they weren't disappointed. First Swede got around O'Brien and then set his sights on Nicholson. It wasn't quite so easy, but in a fantastic display of cornering ability, he got Jim, and then only had Conserriere in front of him. But Paul was riding like a man possessed by the devil as he kept ahead of Swede and stayed in the lead for the full distance. So Savage took his first loss of the evening, although he did so knowing that one of the top riders had beaten him out.

It seems like speedway racing is on its way as the percentage for the purse for this first night at Trojan was more than double the purse the first night at Whiteman. Of course the riders did not run for this, as the track guaranteed \$800.00 against 40% of the gate, and will do the same next week. So all you speedway fans, and those of you who haven't seen this type of racing, make it on out to the corner of the Long Beach Freeway and Firestone next Sunday evening for an action-packed night you will never forget. The show gets rolling at 7 p.m.

(Results on page 16)



Battling it out for top honors in the Combination Handicap race, Swede Savage gets underneath Jim Nicholson to take over the lead on last turn. Swede rode a JAP, Jim a Jawa.

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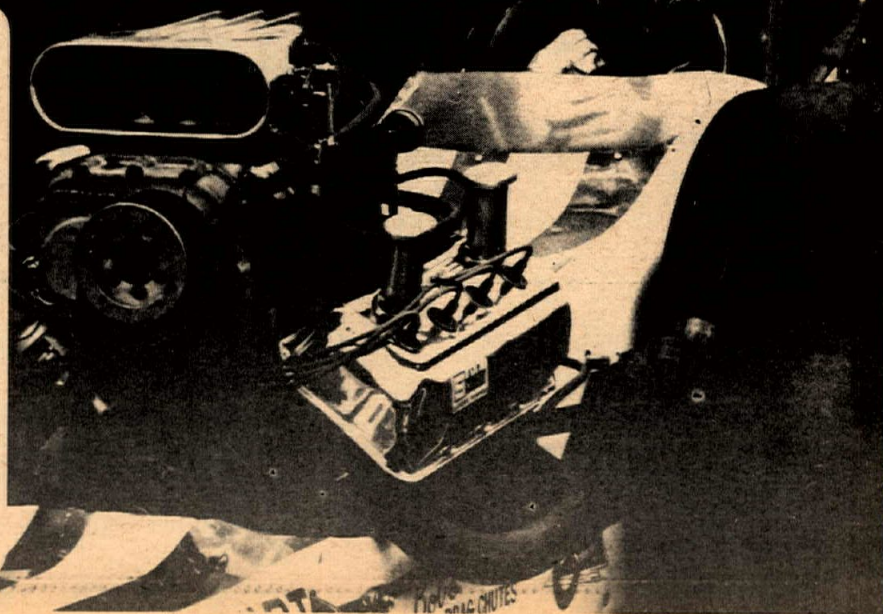
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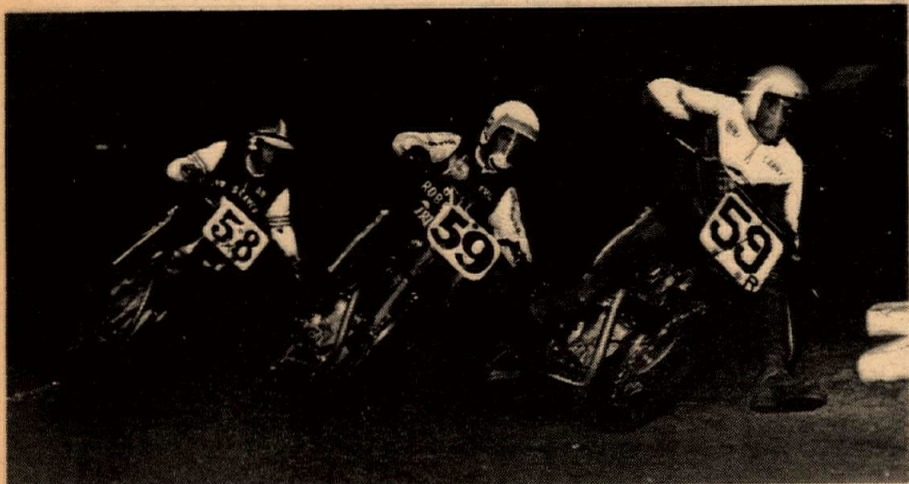
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ASCOT TT DUSTY DUSTS SKIP



First year Expert Larry Wilburn (59r) leads Skip Van Leeuwen (59) and Dallas Baker (58x) in their heat race. And this is how they finished, first of several upset losses for Skip throughout the evening.

By Maureen Lee
Photos by John Shedd

GARDENA, Calif., Aug. 3 — More than one record was broken at the monthly Ascot TT. Two new track records were established and Dusty Coppage ended Skip Van Leeuwen's winning streak by taking the Expert Main with a record time of 11:40.92. The old record stood at 11:43.36.

The first Expert heat was a goody. A determined Larry Wilburn (Triumph) won over Van Leeuwen and Dallas Baker (BSA) in his best showing as an Expert after a great season last year as an Amateur. Skip challenged seriously but Wilburn just never made a mistake and kept the throttle turned on.

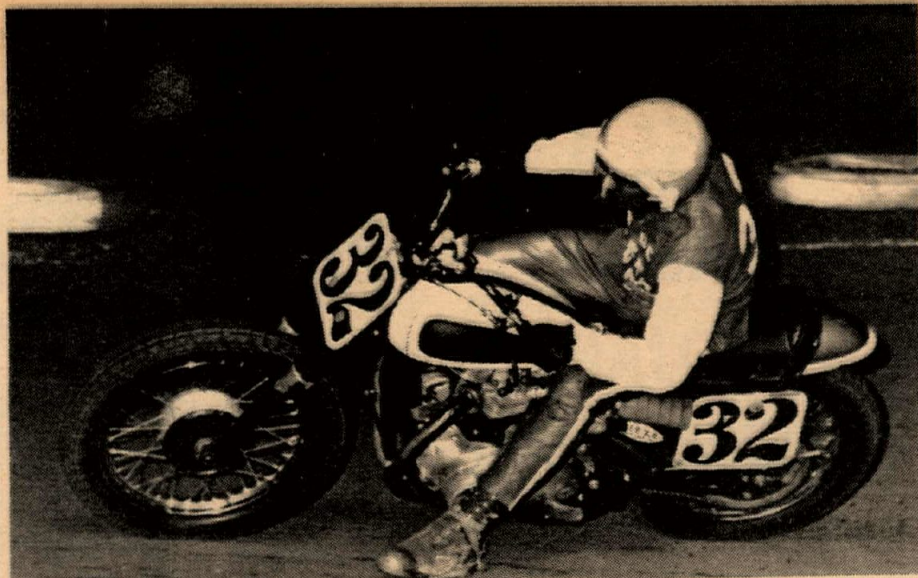
Paul Bostrom grabbed off the lead in the semi but Dick Hammer (Triumph),

going like his old self, came up from third place and won with a nice margin.

Coppage All The Way

It was Coppage's Main right from the start as he took the lead with Eddie Mulder (Triumph) second and Van Leeuwen third. On the third lap Skip moved into second and a short time later Baker also passed Mulder to take over third. Dallas had third sewed up when he was sidelined by the same type of failure that grounded Dick Mann in the National. As he landed after the jump the back axle broke and his rear wheel came off and rolled down the track leaving Dallas coasting to a stop avoiding what could have been a bad fall.

By lap twelve Skip was up to Coppage but he just couldn't make it and said later that his gearing didn't seem right. So far Dusty is the only man who can take some wind out of the Flying Dutchman's sails! Mike Haney (Triumph) had a good race with Eddie Wirth (BSA), finally passing him on the back straight for the fourth spot with Ralph White (Triumph) getting sixth, and Wilburn seventh. Jack Simmons had made the Main but wisely scratched when he detected a vibration in the fresh engine of his Norton. Expert



A determined #32 Dusty Coppage (Triumph) shattered Van Leeuwen's fantastic TT win streak by taking Ascot Expert Main Event in beautiful style and breaking track record to boot. Skip was 2nd in the final.



Steady Eddie Mulder (12) swept to Trophy Dash win, Triumph-mounted, then went on to 3rd in the 15-lap Main Event.



Amateur winner #80y Jim Rice (BSA) broke the yellow-plate track record by two seconds over Gene Romero's old time. Dave Smith (11x) and Bruce Anderson (37y) are behind him here.

Trophy Dash winner was Mulder with Van Leeuwen second and Wilburn third, after Coppage dropped out.

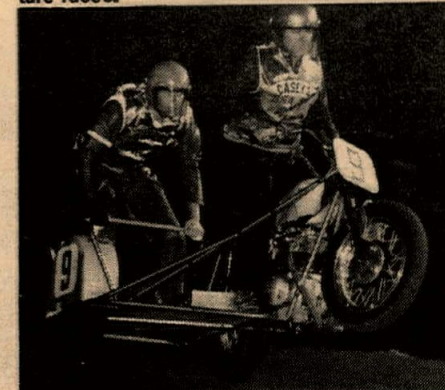
Amateur Record To Rice

The second record of the night went to Amateur winner Jim Rice (BSA) with a time of 7:54.57, knocking two seconds off Gene Romero's time of 7:56.74 set in 1965. Ben Fakkeldy (Triumph) took the lead but there was a re-start and it was Butch Turner (Triumph) who took over next time with Fakkeldy second. Rice passed Fakkeldy coming out of the half-mile and into the straight and although Fakkeldy had all stops pulled, his machine lacks the speed of some of the others in his class. Next lap Rice passed Turner at the same place to take over the lead on his flying BSA and Jim Peterson moved into third and then took over second by passing Turner in the dogleg by the lake. By the time the Main was over Rice had built up a straightaway lead over Peterson.

Ten hacks were entered with all entries going to the Main after two heats. The Harley of Bob Johnson and Mike Van Laar won with a nice lead over second place Crash Roesch and Mike Goodnight. The team of Moffitt and Burns (BSA) grabbed third with passenger John Burns carrying the colors of his sponsor, Casey's in Pacoima down to his toes.



Yamaha all-arounder Keith Mashburn (101r) took both the Novice Trophy Dash and feature races.



Sidehack rigs put on their usual thrilling display of three-wheeled racing. Ten teams comprised the Main Event and this leaping duo, Jim Moffitt and John Burns (BSA), took 3rd.

The soles of his sneakers are painted green! Cleve Pattus and Keno Mesecher from Las Vegas made a good try to take the number three spot but their rig quit just before the finish line on the yellow flag lap.

More Mashburn

Keith Mashburn (Yamaha) continued his winning record with both the Main and the Trophy Dash. David Aldana (BSA) took the lead in the Dash with Mashburn trying it on the outside going into the turn but Aldana hung on. When they came out onto the straight, however, the power of the Yamaha was just too much and Mashburn took over the lead.

In the Main Mashburn almost dropped it at the end of turn one and was passed by quite a few riders. He got going after them and moved back up passing Dave Hansen (Kawasaki) down the straight and then pulling up on the rear wheel of Aldana, the front-runner. There was a good bump between the two as Mashburn took over front spot just before turning onto the straightaway but Aldana was still going hard although lacking the power of both the Yamaha and the Kawasaki of Hansen who passed him to wrap up second. Randy Smith (Bultaco) took fourth and Montesa-mounted Don Castro fifth. (Results on page 16)

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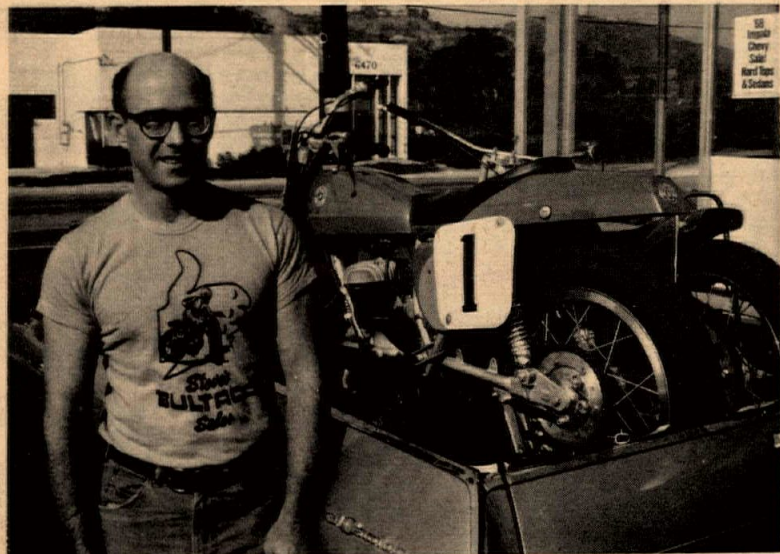
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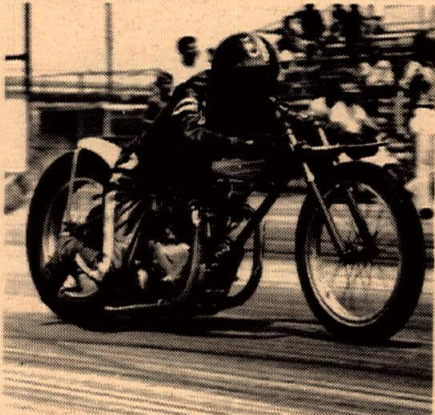
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DRAG RACING

By Bob Ebeling

A little late to receive the news that there will be no bike classes or top eliminator awards, after you have paid the money to get in the gate at Irwindale Raceway. But, this was the situation last Saturday, August the third.



ABOVE: Bob Ebeling's Sta-Lube Expresso Triumph, top eliminator at 10.56 seconds and 137.46 mph.
RIGHT: Joy Houston rides a 650cc Triumph, tuned by husband Art, to Top Modified spot.

The drag strip had an unusually large program for the cars and assumed there would be no time for bike eliminations. That would have been fair enough, if we had been forewarned, but even Clem Johnson, the cycle pit director, wasn't informed until he arrived for work.

Similar things have occurred before and we could write it off as just another faux pas on Irwindale's part, but there were serious undertones to the day's action, or lack of it! There is a distinct possibility that motorcycles will be permanently phased out of the Irwindale racing activity. Possibly I am premature in this assumption, but definite decisions will be reached during the coming week of August 4-11, as Clem Johnson and invited guests meet with Mel Reck, the new track manager. In the next "Drag Racing" column I will give you the results of this conference and its success or failure to regain cycle stature at Irwindale Raceway.

Lions

Bob Ebeling's Triumph hauled the Sta-Lube banner to its second consecutive weekend of top bike eliminator, as the best elapsed time of 10.50 seconds put down all contenders.

Modified bike racers, regardless of class or displacement met with a formidable opponent in pink leathers who seems to be heading a ballot for putting men in their place. Joy Houston rode her 650cc Triumph to a best elapsed time of 12.38 seconds that ended the quarter-mile at a fabulous speed of 110.11 miles per hour. Not one of the best male riders or non-gender machines could match Joy's pace in either elapsed time or miles per hour and as a result I doubt whether they will vote for her when she passes out the ballots.

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The stock bike brigade was led by old-time Harley lover Ed McDonald, as he won top honors in 13 seconds flat, at a speed of 102.62 miles per hour. Ed's Harley-Davidson had a run of luck in the final elimination that was needed to get by the day's quickest and fastest stock machine, the 500cc Suzuki ridden by Sommers to a top time and speed of 12.84 - 104.16.

Fuel Eliminations

First of many weekends to come with "bucks-up" in the top bike eliminations had some fine racing between six con-

tenders, Bob Braverman, Boris Murray, Clarence Bailey, Bob Bogan, Bob Ebeling and American Speed Cycle. Others had attempted to make the program, but due to breakage or other problems, fell by the wayside before eliminations.

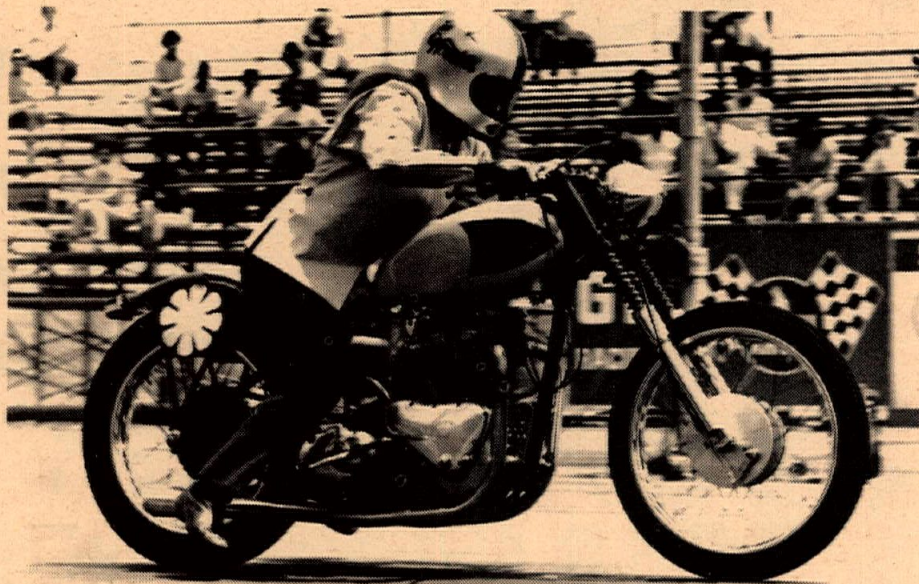
All in all, there were four Triumphs, one Harley and one Yamaha that made Top Bike a good racing show.

The first round declared three winners and an equal number of losers as American Speed Cycle sat out when it was discovered that Bob Bogan's twin-engine Triumph was out of action, Bob Braverman's twin-engine Yamaha made the finish lights before Boris Murray's twin Triumph and Bob Ebeling won the round against Clarence Bailey's Harley-Davidson.

Three were left and a coin was flipped to determine if Braverman or Ebeling would race the American Triumph that had sat out round one. Braverman called the coin and left the next round to a race between four-strokes. When that time came, the American drew a red light but couldn't hold on to top end acceleration and Ebeling passed by to win the round without the red light forfeit.

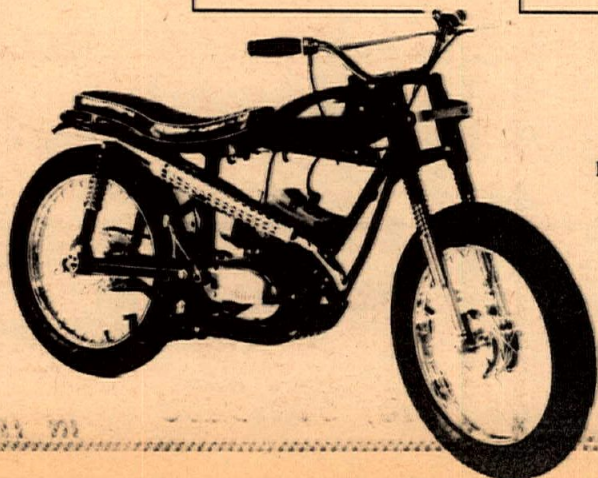
Final time for money racing and the machines of Braverman and Ebeling were staged with precision. A green light had Yamaha out of the gates first, with Triumph only a split section of micro-seconds behind. The Triumph pulled steady for a trip through the lights in ten and a half seconds, accelerating to a top speed of 137.46 miles per hour.

(Results on page 16)



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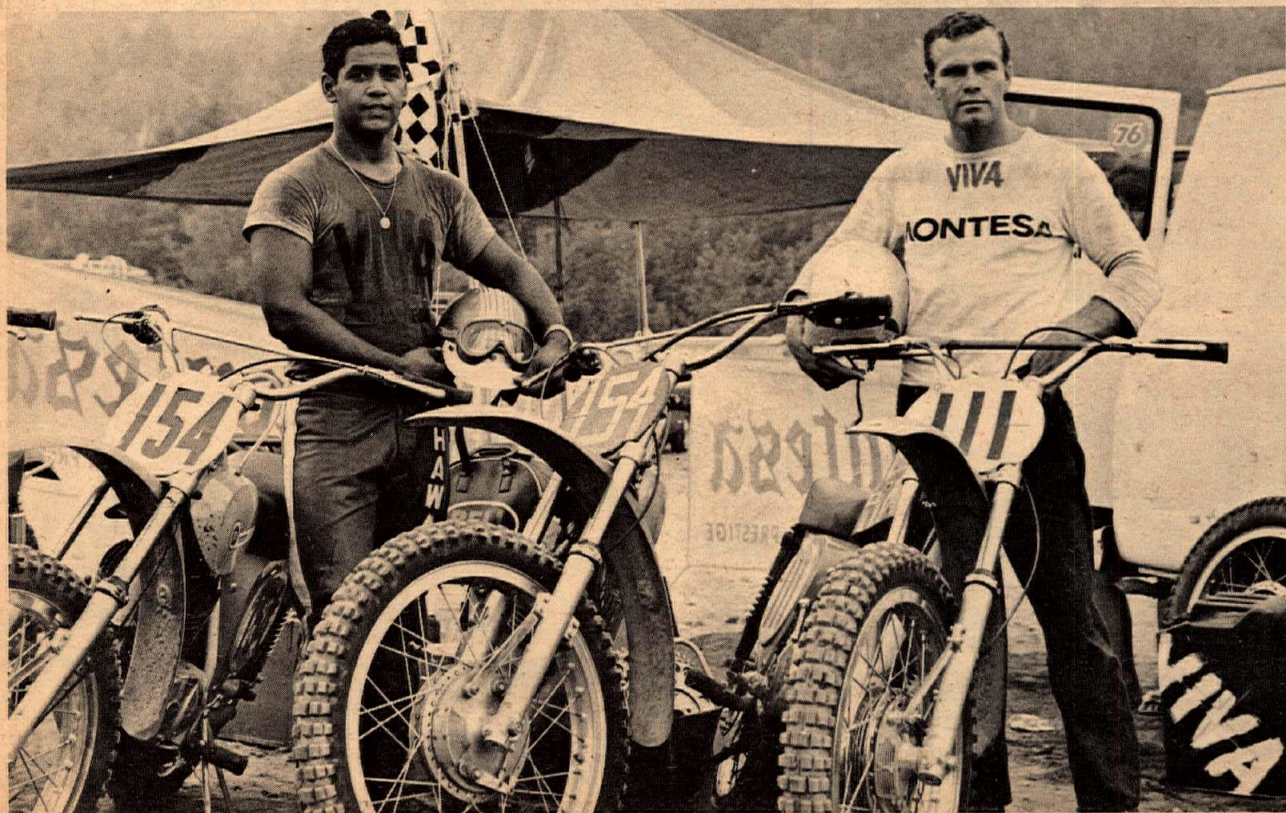
For the first time, a West Coast rider brought home all the checkered flags...in the 250 Expert and 500 Expert classes in this annual Eastern event.

Kim Kimball (President, Montesa Motors, Inc.), took John DeSoto and Ron Nelson East on a Tuesday for the event. They picked up three Capparas, in the crates, from the Eastern warehouse on Wednesday; which the Dealer assembled, tuned and put thirty miles on before the Saturday race. DeSoto and Montesa were the right combination that day; taking the two heats of the 250 class and two heats of the 500 class. As it turned out, John wasn't satisfied with four wins...so he repeated with four more on Sunday. A lot of work for just one weekend, and a sure sign that he is going to be a serious competitor here...and possibly he has his eye on Europe.

DeSoto's success at Grafton will probably encourage a number of Eastern riders to come West and try to do the same to us.

The new '69 Montesa 360 proved itself capable of winning speeds, horsepower and handling as it is delivered in the crate. There is no need for expensive modifications or reworking. All you need to win is a heavy hand on the throttle and nerve enough to push it to the limit. If you're wondering, Nelson wasn't far behind...moving from 5th to 2nd in one race...and from 18th to 5th after a bad start in another and turned the fastest lap of the day. Kim Kimball and Montesa salesman, Hoppie Hopkins, helped to spread the "VIVA" word among the best that the East had to offer.

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CARTER TOPS SPEEDWAY ACES AT PACOIMA

By Mike Capalite
Photos by Dennis Greene

PACOIMA, Cal., Aug. 3 — Once again, the scent of alcohol and castor oil filled the air as top Class A riders took to the Whiteman Stadium on Saturday night to do battle for a \$1,400 purse.

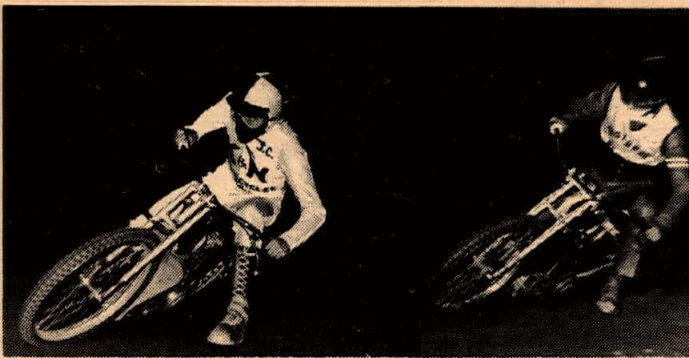
The excitement was quick to start and the first heat was all Jawa-mounted Jack O'Brien's as he powered ahead of second place man Rick Woods (JAP) to take a fairly easy win. The second heat found speedway newcomer Jim Nicholson (Eso), who is one of the crowd favorites with his spectacular sliding style, taking the lead right off the line, but as he came around the first lap, the dust still hanging in the air from the start made it hard to judge the corner and Jim spun out, bringing a groan from the fans as they realized he was eliminated for the evening. This left the lead open for Tim Harris (JAP), who took the win with Jim Ashworth (Jawa) second.

Thrilling Heats

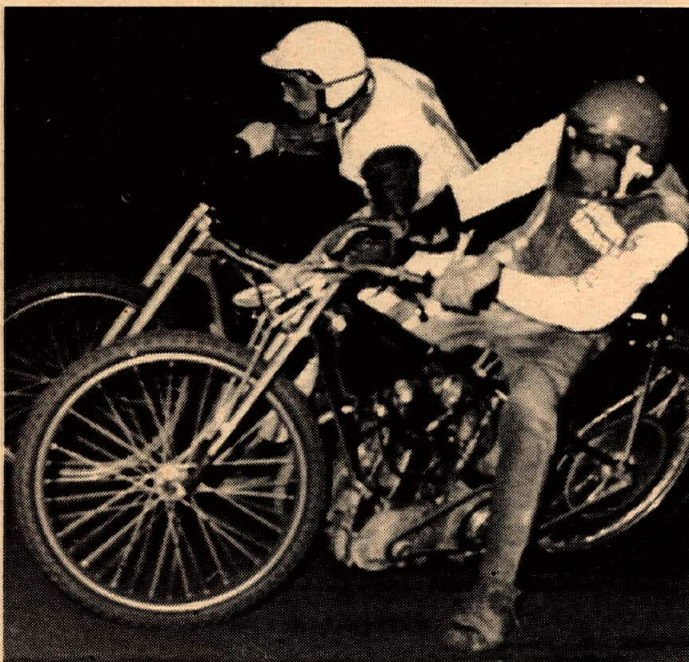
The third heat race was a wild one as Steve Scott (JAP) and Bruce Haserot (Jawa) tangled in the second lap on the back straight and went down, causing a re-start which Haserot could not make, thus putting him out for the night. On the restart, Stu Morley (JAP) took the lead and John Hateley was moving up when the fire went out in his JAP and sent him to the pits. Homer Knapp (JAP) spilled and Sonny Nutter (Jawa) finished in the second slot. The fourth heat was the fastest, as it found Sammy Tanner (JAP) and Jon Thomas (Jawa) fighting for the lead with the crowd on its feet cheering them all the way. Tanner took the 4-lap win in 59.4 seconds.

The fifth heat was all Chuck Jones (JAP); he held the lead from start to finish, but in second slot was a duel between Randy Ellis (JAP), out for the first time and showing a lot of style, and Scott Wilson (NSU). They changed positions back and forth with Randy coming out on top. Wilson handles his NSU real well on the track, but says he is looking for another ride since it is a little difficult to find parts for his double-knocker single, which is probably the only one in the country. The sixth heat had Don Hawley (JAP) in the lead with Elliott Schultz (JAP) running a close second after a sliding battle with John Carter (Jawa). Carter passed Elliott, but Schultz was able to take it back on the last lap.

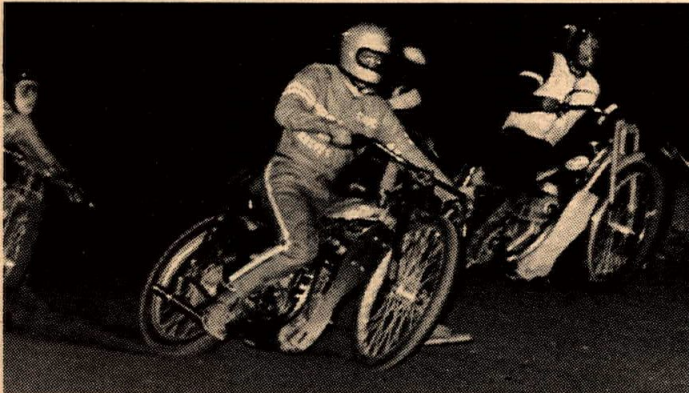
The first semi showed that Sammy Tanner is really consistent in his riding



John Carter, here leading Steve Bast, was the big money winner at Whiteman Stadium, taking the accident-shortened "A" Main Event



How close can it get? Battling it out in their heat race are eventual winner Sammy Tanner and second place Jon Thomas. Slidy show is a real crowd-pleaser.



ABOVE RIGHT: Jack O'Brien, on the inside, beat out Chuck Jones, Rick Woods (left) and Jon Thomas in "B" Main Event. BELOW: Third semi main finds Steve Bast cutting in front of Elliott Schultz as Stu Morley bears down on the duo.



ability. He was in the second slot behind Thomas and took over the lead on the last lap to win with a time of 59.4, the same as his heat race time.

The second semi was a thriller that found Jack O'Brien working his way up from a back row handicap, and as he passed Sonny Nutter and Lee Stumpenhous (Jawa), who were having a battle of their own, he set his sights on Steve Scott, but the best he could do was to pull up beside him on the last lap to finish second by about two feet.

The third semi was one of the closest races we have seen yet, as Chuck Jones, Steve Bast, Elliott Schultz and Stu Morley were so evenly matched that at any time during the race, you could have covered all of them with a blanket. Jones took the lead only to have Steve Bast take it away so Jones put on a burst of speed and took it back again, but in the last lap, Bast again wrestled first place away and they crossed the line Bast, Jones and Schultz. The fourth semi was all John Carter's. Rick Woods jumped into the lead off the start, but John quickly took it away from him and for the rest of the race they ran evenly with Don Hawley in third and trying to move up, but he couldn't quite make it.

Match Race Melees

The first match race pitted veteran Don Hawley against Whiteman promoter Dude Criswell, both mounted on JAP's, but Criswell fell and Hawley granted him a restart. Dude just couldn't make it, though, and Hawley finished a half-a-lap ahead. The second match race was Jones against Schultz with both riders again JAP-mounted. Schultz took the lead, and although Jones was trying hard, he couldn't catch him; in fact he tried so hard, he spilled in the corner after the checkered flag attempting to make a last-ditch effort.

The Trophy Dash consisted of the top four men from the four fastest heats running for a piece of the purse, a kiss from the lovely trophy girl, a gallon of Blendz oil, and a special Blendz oil T-shirt. Ernie Aragon, the head of Aragon Distributing Co., distributors for Blendz oil, had these T-shirts made up special just for the Trophy Dash winners each week to win along with the gallon of 4-cycle Blendz oil racing castor-base oil he donates. Jack O'Brien got all the goodies.

The C Main was a runaway for Schultz though Hawley tried his best to catch him, but was not able to do it as Stumpenhous finished third and Ellis fourth. In the B Main, it was Jones first off the line and taking the lead, but O'Brien in a beautiful display of riding ability slipped under Woods and Jones to take the lead and then win it going away.

Cash To Carter

In the A Main, Tanner charged out of his back row handicap starting position to zap Scott and Bast on the outside just like he was in the high groove at Ascot, and as he was setting up to move in on Carter, a bad spill in the back straight by Scott brought out the black flag and so the race was called with Carter winning, Sammy second and Bast third. Steve appeared to have hurt his back, but was in fairly good spirits as the ambulance hauled him off.

The crowd was bigger, the action faster and now that Class A speedway racing is also being run on Sunday night at Trojan Raceway in South Gate, it looks like this type of racing is going to come on real strong here in the Southern California area.

(Results on page 16)

McNAIRY AIDS SAFETY PROGRAM

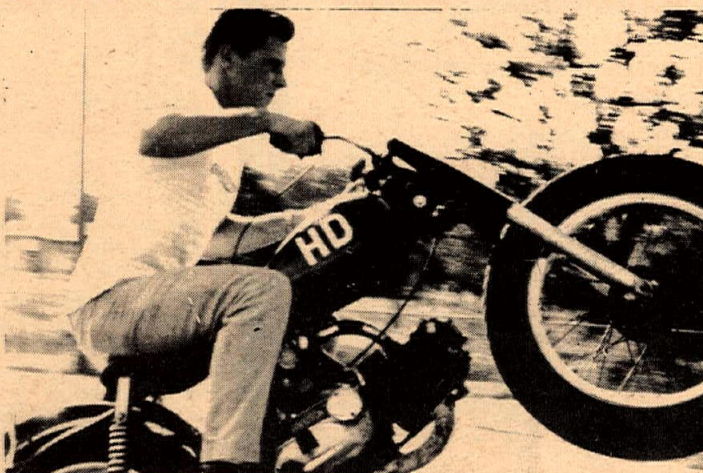
By Carol Sims

At this year's Daytona 200-mile AMA National Championship road race, a hard-riden fourth place went to new National Number 30, Jack McNairy from Dallas, Texas.

But McNairy hasn't been able to compete in later Nationals although, Harley-Davidson mounted, he performs with skill in flattrack, TT's and short track races as well.

The reason? He's recently completed his junior year at East Texas State University where he majors in Business and Industrial Education.

Though his heavy college schedule doesn't permit him to race the National Circuit except during summer vacation months, McNairy keeps his thoughts on motorcycles the year round. He's even found time to give talks to groups of



Jack McNairy, Nat'l Number 30, performs a wheelie on his H-D Sprint during off-track play time. McNairy augments college schedule with talks to youngsters on rider safety.

elementary and high school students on motorcycle safety, emphasizing defensive riding and pointing out do's-and-don'ts.

School guidance counselors have been high in their praise of Jack's efforts and McNairy says, "It's proven to be a lot of fun. You can't imagine the interest shown by this age group."

The personable young Texan, winner of the Santa Fe Amateur Short Track National in 1966, rode his first street motorcycle as a high school junior. His parents first required that he make the school honor role for a year and then pay for the bike himself if he wanted to ride.

Well, he wanted to. And now that vacation time is here, look for Jack McNairy to be back...burning up the country's race tracks...until school once more beckons in September.

MIKE STEWART MEMORIAL ENDURO

Story by Bob Schwarz and Jay Lacey
Photos by Bob Schwarz

Mike Stewart, of Lee's Camp in the Tillamook Burn Mountains of Oregon, was born January, 1947, in Portland, the first and only son of Ruth and Bill Stewart. At age fourteen Mike's father

moved him, his mother, and sister, Kathy, to Lee's Camp, and it was here, within the year, that Mike sat astride his first motorcycle, soloed it into the woods by himself.

In the years that followed Mike learned many of the trails that criss-cross the vast, sprawling 145,000 acre Burn area while fire watching for the Forestry Service and on riding excursions with his dad. A Charter member of the famed King Mountain M.C. and Tillamook Burners, Mike could handle his bike and out-ride the best of 'em by his senior year in high school where he graduated June, 1965, from Tillamook High. Embarking on a new career Mike joined the Navy in



Allen Woff starts up hill....



...Then, oops!

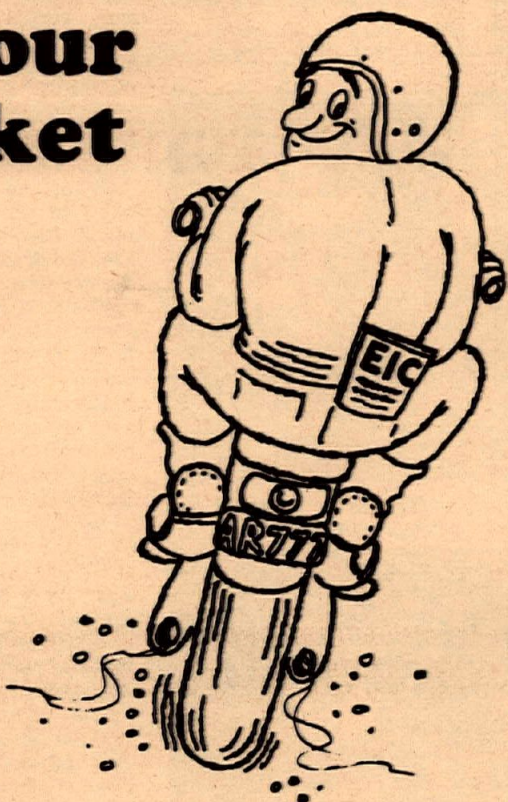


A much-appreciated gas/rest stop during strenuous Enduro.



"Oh, no!" think these riders as they reach first secret check.

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August of the same year and was being trained as an electronics mate.

Then disaster struck. Shortly after his 19th birthday, Melenoma cancer, of which there is no known cure, was discovered in this young man's body.

Now it was just a matter of time. The Navy gave Mike orders of a new permanent duty station—Lee's Camp, Ore., and this is where he remained, among the picturesque mountains and silvery flowing streams he loved so well, until his passing, April 16, 1967.

Thus it comes to pass that in this year, 1968, we see the inauguration of what will probably become the most well-known enduro of the Pacific Northwest, always to be held in the beautiful Tillamook Burn Mountains in memory of Mike Stewart.

This was your run Mike, this was your day.

On June 22-23 over 200 riders competed in the first 200-mile Mike Stewart Memorial Enduro. It was Mike's dad, Bill Stewart, who did much of the initial leg to make this one of the biggest AMA enduro runs held in this part of the country. All proceeds from the event went to the American Cancer Society.

Riders came from as far away as Southern California and Boise, Idaho. For some the area was new and quite strange. Many were not used to camping out in heavy rain (the first night), riding a hundred miles the next day, partying until 2 a.m., and finally riding a hundred miles the next day. For a certain few of the riders this turned out to be MORE than just any old 200-mile enduro.

The entire event was the result of a cooperative effort on the part of four Portland area groups, namely Lobo, Hilltopper, Mt. Scott and King Mountain clubs. Each of these brushrider clubs took on a major share of the necessary work and did an outstanding job.

With drizzling weather on the first day of the event, the first group of six riders departed at 9 a.m. sharp on Saturday. Through the next five hours competitors were required to maintain average speeds ranging from 17.7 to 28.1 mph over gravel, tractor and access roads while allowing only a 15-minute gas and refreshment stop. (The averages may seem slow to those who have not actually ridden in the Tillamook Burn area, but believe me, this area has so much "up and down" and "in and out" in the topography that it can be extremely tough, but it is fabulously scenic country.)

One hill proved really rough for almost everyone. It was a tractor road on the top end of a tall mountain that was steep and thoroughly cased with loose small rock. The approach was rough and twisted on about a 20% grade. I've never seen such a writhing mass of motorcycle riders all fouled up on one slope in all my life. It was like looking into a pan of worms. Those who made it up and over arrived at the gas and refreshment stop on top of the hogback ridge.

With 50 miles still ahead, the course remained mostly on access and all-weather gravel roads, and faster riders, trying to make up precious time, were really whizzing along. Believe me, dur-

ing the initial day of this two-day event, average speeds over the first 100 miles were set fast enough that very few riders had much time to fool around. For the hotshoes it was a lark, but for the duffers and novices they needed to work at it.

At 8 p.m. about seven sky divers bailed out of two planes and landed in the middle of one of the several composite areas. This signaled the beginning of the evening festivities. As the night wore on, the temporary 30' plywood dance floor really got a workout. A large portable generator supplied ample power for the lights, and big speakers supplied the music—hot western and you name it. Refreshments flowed like wine and everyone seemed to have a good time.

At 9 a.m. sharp on the last day riders were dispatched four abreast at one minute intervals. Everything was going real well with no rain, temperature just right and—away we go; 7.9 miles at 22.4 mph. With the average speed a little slow and riding conditions so good most everyone was feeling fine...until we hit the secret check. What a sobering thing to pull on an enduro rider. Off we went for another 1-1/2 miles past the secret check and whammo—a big sign that says "Speed Change 21.0 mph for 10.6 miles". For many of the enduro riders who were not necessarily mathematically inclined this proved to be a Waterloo. The smart ones who ride enduros without speedometers figured "Oh well, what the hell" and went on their merry way. (It's really surprising how well this type of rider does at winning his share of the gold.) By the time we reached the first scheduled checkpoint, some of us were thoroughly confused, but this is, I suppose, as it should be in an enduro as big as this one. The balance of the run was quite easy with a couple of little didos here and there and a couple of creek crossings.

After all was said and done it was felt that the run provided a great deal of interest, involvement and purpose for many riders, families and clubs. Although the amount of money turned over to the American Cancer Society this year was a little less than \$600, everyone looks for proceeds at least three times greater next year.

Our thanks must go out to all the various businesses and motorcycle shops for donating trophies and refreshments for the Saturday night dance; the General Analin Corp. for the printing of the many 16x22" two-color posters used to advertise the event; the Oregon State Forestry Dept., without whom this run would have been impossible; Diamond Lumber Co. of Tillamook, and well, we could go on forever. Just many thanks to any and all who helped make this first annual Mike Stewart Memorial Enduro what it was.

Next year should be even better. Plans are in the making to run it one month earlier, using more of the hills, trails, and climbs, and also maybe an AMA National sanction. Time will tell. Meanwhile we certainly hope they will again have that gal in the short shorts doing the checking. Really makes a guy want to get to the next check, just knowing she might be there!

(Results appeared last week)

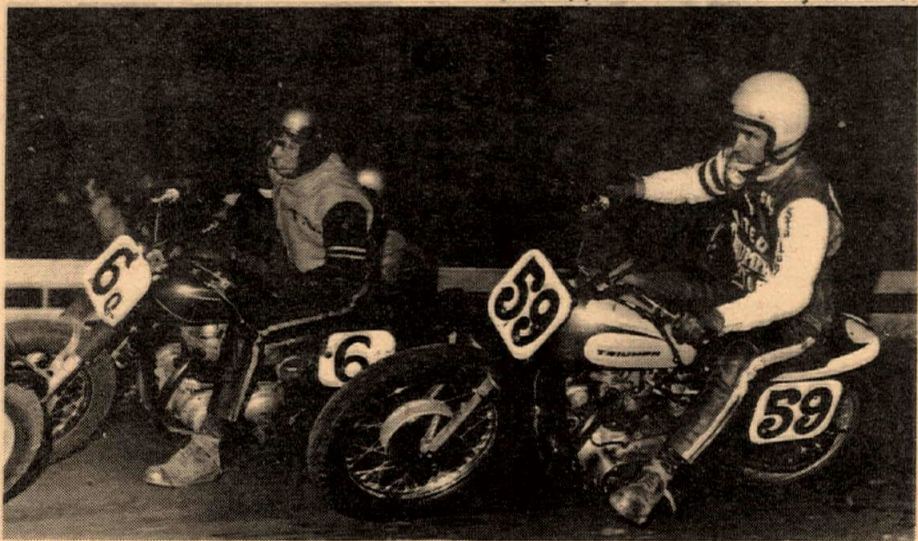
OREGON SIDEWINDERS TT

Story and Photos by Ben Coleman

CLACKAMAS, Ore., July 18— The Oregon Sidewinders M.C. held their weekly Friday night races on Thursday this time. The date was set up one day to make room for the pre-National events at Castle Rock, Washington Friday.

Action is held at the Sidewinders own track near Clackamas, a 1/5th-mile oval with an inside start and a finish line on the straight. The layout is unique in that the long straight sweeps uphill past turn #3 and reaches the summit about turn #4 which is about forty to fifty feet higher than the pit area. The pit area is about four feet below the track level and quartered off with four-by-fours.

The track itself is hard-packed dirt with a few dips here and there that keep the riders guessing. The club has their own water truck and make good use of it to keep down the dust but not quite enough to make it muddy. However, "laying it down" in one of the corners is tricky and exciting to watch.



Skip Van Leeuwen (59) goes under T.L. Hoglan (6q) at Sidewinders TT.

From practice laps to the Expert A Main the riders gave the spectators more than their money's worth. There were several hot-shoes on hand to spice the local action. Gary Nixon, National #1, Gary Davis, National #14 and Skip Van Leeuwen, National #59 were among the 78 riders signed up for tonight's run for a \$900.00 purse and trophies.

Practice started at 7:30 p.m. with an hour and a half of sun still left in the Oregon sky. This reporter found it hard to get used to a 9:30 p.m. sunset!

Ray Celorie, club treasurer, starter and flagman was very cooperative and gave a quick rundown on how they run the track and conduct their races. All events are AMA sanctioned and under the capable hands and careful scrutiny of AMA Referee Mort Becker.

Several riders, anxious for a fast start in practice, took healthy spills on turn #1 but nothing serious occurred. The Sidewinders had one ambulance in attendance in the pit area and a reserve ambulance standing by.

After practice, everyone convened for a short riders' meeting, and a little before 8 p.m. the events were underway with 4-lap heat races to determine who would go to the "B" Main, "A" Main and the Trophy Dash.

On the first lap of the first Novice race, four riders out of eight starters went down on turn #1. This was a preview of what was to come. While they were regrouping for a restart, the officials sent out the second Novice heat race. They waste no time here and keep the action moving at all times.

All of the heat races were very fast with most of the jockeying for position limited to the back of the pack.

Trophy Dashes were run after the heats and went on schedule until the Expert Dash. This event had to be started three times. Twice, pile-ups on the first turn caused a restart with Skip Van Leeuwen involved in the second pileup on turn #1. But he made a beautiful off-and-on-again recovery. No one was injured in either pile-up.

Gary Davis, National #14 knew his way around the track and won hands down all the way for a beautiful trophy.

In the Novice B Main, Tony Aiker (161q) wheeled his Suzuki out in front and stayed there all the way for first place money. Jim Nichols (90q) grabbed third position until the last lap when he got past Bill Jackson (163q) to take second with Jackson third, while Ed Herrman (53q) held his Honda for fourth place.

On the first lap of the Amateur B Main, Roy Stenlend, (85w) went down and

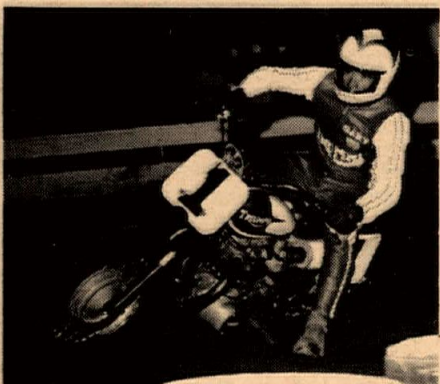
five riders barely made it around him in turn #5. Roy came up unhurt but unhappy. Gill Ortmayer (92q) took advantage of the situation to extend his off-the-line lead and held his Triumph there for the checkered flag. Bill Manly (20w), H-D, came in second and Clarke Hoeltke (21q), Triumph-mounted, pulled down third place. Bill Kramer did a nice job of coming up through the pack to take fourth.

Nixon Takes B Main

The action continued in the Expert B Main with Gary Nixon, Nat'l. #1 shooting off the line to lead the rest of the pack to the first place money. Doyle McNatt (3w) drove hard and tight with Jerry Kouvo (77w) staying right with him all the way in a terrific battle for second. But McNatt's Triumph found the groove out of turn #2 on the last fifty yards to the finish line and just eased out Jerry Kouvo for second. Van Leeuwen dropped out on the third lap with clutch trouble.

Going into the A Main events, Chuck Joyner (2) aboard a Bultaco, took the

lead in the 175cc A Main on the first turn and stayed there to pull down first place honors. He was followed by Mike Thompson (11) Bultaco while Jerry Dobbins (25) zoomed his Kawasaki from the back of the pack to finish third.



National Number One, Gary Nixon, won the "B" Main Event at Clackamas, Ore. TT track.

The Novice A Main was about the hardest fought race of the evening. Five riders fought for fourth place through two laps then a three rider group fought for third place with Al Brackenbury (140q) on a Honda winning the argument and third place money. Meanwhile Jack Mott (159q) took wings off the line and while the rest of the boys were hashing out third and fourth positions proceeded to increase his lead and stayed way out ahead for first place loot with Bill Elder (241w) H-D pulled down second.

The Amateur A Main was almost a repetition of the Novice A Main. It started out with a three bike clash for second then, two laps later a set-to for third. Rick Deane (68m) Triumph took the disputed second and held it. In the last lap it was Duane Jordan (8q), Rick Deane (68m) and Dave Sheffel (12q) all Triumph-mounted for first, second and third place money.

"A" Main To Jagow

The event everyone was waiting for was next, the Expert A Main. Pole position Gary Davis, Nat'l. #14 lost the lead to third from the pole Dick Jagow. Van Leeuwen was unable to finish although his mechanics had worked feverishly to repair the clutch problem.

Fifteen laps of fast close racing kept the approximately 2000 fans on their feet. This was the fastest, most closely contested race of the night. It was hard to decide who was in second—they were ALL in a group for many laps until finally Nat'l. #14 Gary Davis scooted out for a second place finish behind Dick Jagow,

Nat'l. #97, who led all the way. Ray Carroll (3q) nailed down a solid third. The first four place winners were all Triumph-mounted.

It was now 10:30 p.m. the roar had died down and the ears started to ring. The sun was gone and a beautiful Oregon sky overhead climaxed the start of a full weekend of cycle racing in the Oregon-Wash. area. Anyone considering racing in this area or watching the action any Friday night at the Sidewinders track will not regret it in the least. The track is well taken care of, the races well conducted and the club members are friendly, courteous and very helpful. So, if you plan to visit or race, drop a line to the club President, Dennis Seifert, P.O. Box 66033, Portland, Ore. 97266.

(Results appeared last week)

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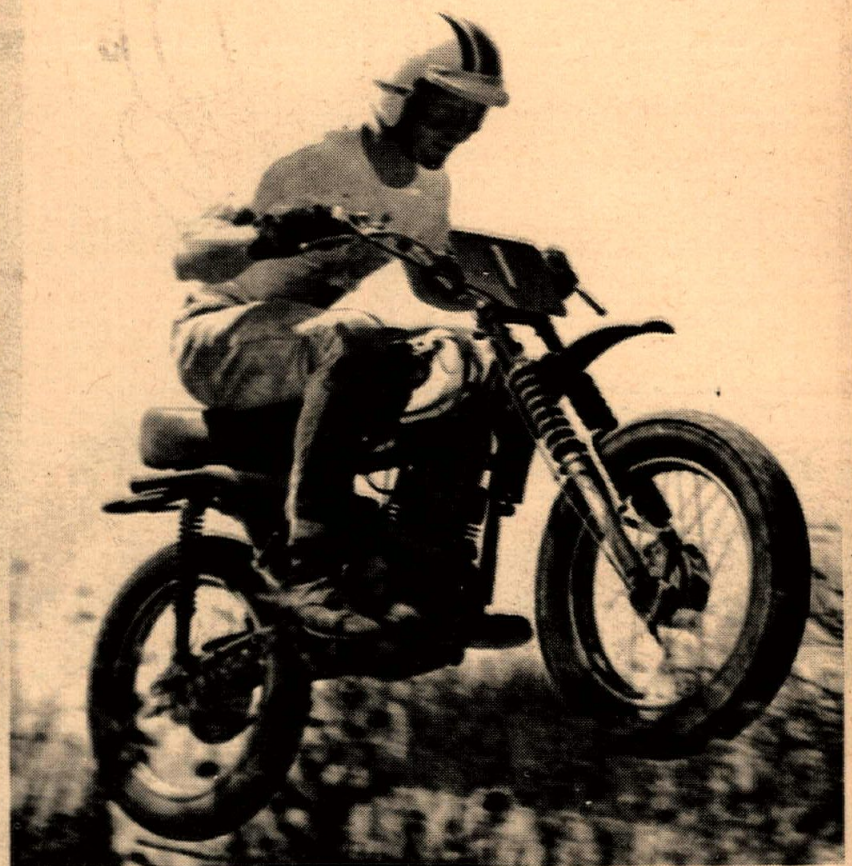



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CALIFORNIA MOTO-CROSS CLUB

Carlsbad, Cal.,
Sun., July 28, 1968

125cc EXPERT
1. L. Larson Pen
2. J. Morgan Hod
3. G. Bailey Hod
4. F. Morgan Hod
5. T. Hart Gue
6. B. Gomen Hod
7. E. Jensen Hod
8. D. Anselm Sac

250cc EXPERT
1. W. Axthelm Mai
2. R. Damell Hus
3. L. Peterson CZ
4. J. Maynard Bul
5. M. Switzer Gre
6. J. Desoto Mon
7. B. Rodine Hus
8. E. Cannady Bul
9. G. Etheridge Hus
10. A. Baker Yam

500cc EXPERT
1. L. Larson Mai
2. D. McCarley Mon
3. G. Bailey Gre
4. R. Nelson Mon
5. G. Fetty Gre
6. R. Wilson Hus
7. W. Martino Hus
8. L. Fortner Mai
9. B. Jackson Gre
10. R. Sledge CZ

125cc JUNIOR
1. K. Greene Kaw
2. N. Benham Hod
3. J. West Hod
4. D. Bassani Hod
5. C. Miller Hod
6. D. Hockie Hod
7. M. Runyard M-B
8. J. Boldt Hod
9. J. Craeger Hod
10. K. Abernethy Hod

250cc JUNIOR (1)
1. L. Lohmeyer Bul
2. R. Bandfield Yam
3. D. Keefe Hus
4. B. George Hus
5. D. Lopera Gre
6. B. Brown Hus
7. G. Smith CZ
8. J. Choner Hus
9. B. Dunford Gre

250cc JUNIOR (2)
1. W. Clarke Kaw
2. K. Greene Kaw
3. C. Folkes Hus
4. R. Turner Bul
5. B. Harris Bul
6. D. Ortega Hus
7. F. Soterios Bul
8. M. Pera CZ
9. R. Termin Bul

LUCKY SPOKES RACES

Brush Prairie, Wash.,
Sun., July 28, 1968

By N.A. Williams
100cc TROPHY DASH
1. Bruce Malvaney Suz

A MAIN
1. Mike McCall Hod
2. Bruce Malvaney Suz
3. Mark Baker Bul

B MAIN
1. Ron Bailey Hon
2. Mike Hannula Yam

200cc TROPHY DASH
Mark Baker Bul

A MAIN
1. Mark Baker Bul
2. Mike McCall Hod
3. Walt Pries Bul

B MAIN
1. Billy Lewis Kaw
2. Bernie Wheeler Hon

250 TROPHY DASH
1. Dale Fassio H-D

A MAIN
1. Bill Elder H-D
2. Dale Fassio H-D
3. Dick Wall H-D

B MAIN
1. Vern Loy Duc
2. John Miller Bul

500 TROPHY DASH
Bill Elder H-D

A MAIN
1. Bill Elder H-D
2. Dick Wall H-D
3. Joe Furman Hon

B MAIN
1. Louie Blacksley Bul
2. John Anderson Hon

OPEN MOTO-CROSS
1. Henry Schram Tri
2. Joel McNelly Bul
3. Vern Perry Tri

ELSINORE RACEWAY

Elsinore, Cal.,
Sat., July 27, 1968

By John Taylor
100 NOVICE MAIN (1st)
1. M. Lund Hon
2. S. Hyder Hod
3. L. Bird Yam

100 NOVICE MAIN (2nd)
1. T. McKee Hod
2. T. Berry Yam
3. C. Yokum Hod

200 NOVICE MOTO
1. R. Lockwood Hon
2. D. Sawell Bul
3. C. Andureux Bul

250 NOVICE MAIN
1. R. LaMastus Yam
2. V. Hannan Kaw
3. G. Jarman Yam

350 & 500 NOVICE MOTO
1. G. Nord BSA
2. J. Skates CZ
3. P. Henderson Tri

OPEN NOVICE MOTO
1. T. Simpson Tri
2. J. Taylor Tri
3. G. Nord BSA

100 EXPERT MOTO
1. T. McKee Hod
2. D. Aldana Suz
3. J. Arledge Yam

250 EXPERT MAIN
1. J. Sprague Bul
2. R. Lamastus Yam
3. J. Arledge Yam

500 & OPEN EXPERT
1. J. Sprague Tri
2. T. Simpson Tri
3. J. Hart BSA

3rd ANNUAL PACIFIC COAST CHAMPIONSHIP TT

Clackamas, Ore.,
Sun., July 21, 1968

By Ben Coleman
NOVICE TROPHY DASH
1. Bill Uhl Bul

NOVICE B MAIN
1. Tony Aiker Suz
2. Len Miller Hon
3. Ken Nagel Duc

NOVICE A MAIN
1. Jim Cayou Yam
2. Jack Mott BSA
3. Jerry Robertson Bul

AMATEUR TROPHY DASH
1. Jimmie Jones Tri

AMATEUR B MAIN
1. Tom Haverstick Tri
2. Dick Waller Tri
3. Duane Jordan Tri

AMATEUR A MAIN
1. Jimmie Jones Tri
2. Dave Sheffel Tri
3. Ike Reed Tri

EXPERT TROPHY DASH
1. Skip Van Leeuwen Tri

EXPERT B MAIN
1. Ed Richardson Tri
2. Merlin Thomsen Tri
3. Mark Fortier Tri

EXPERT A MAIN
1. Skip Van Leeuwen Tri
2. Dusty Coppage Tri
3. Gary Davis Tri

TIJUANA INAUGURAL TT RACES

Sun., July 28, 1968

By Bill Harmer
500cc
1. Oscar Lujan Hon
2. Pedro Praceda Hon
3. Juan Medina Hon

100cc NOVICE
1. Richard Henry M-B
2. Francisco Rodriguez Hod
3. Ben Stephens M-B

100cc EXPERT
1. Don Banker Hod
2. Ward Ring Hon

175cc
1. Don Banker Hod
2. Paul Hedges (N) Yam
3. Dave Burton (N) Mon

250cc NOVICE
1. Brian Stanners Bul
2. Carlos Iribe Kaw
3. Gary Gilmore Bul

250cc EXPERT
1. Roy Spiker Yam
2. R.W. Ring Hus
3. Larry Bishop Bul

OPEN NOVICE
1. Richard Williams BSA
2. Eddie Tacadena Bul

OPEN EXPERT
1. Dave Clemo H-D
2. Joe Phillipson Yam
3. James E. Smith BSA

ASCOT HALF-MILE

Fri., Aug. 2, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT
1. Mel Lacher H-D
2. Chuck Jones BSA
3. Phil Todd BSA
4. Shorty Seabourne BSA
5. Ralph White BSA
6. Dick Mann BSA
7. Bruce Holland Tri
8. Paul Conserriere B-E
9. Ron Kruseman BSA
10. DeWayne Keeter BSA

Time: 5:57.92 *Did Not Finish

10-LAP AM. MAIN EVENT
1. Tom Rockwood Tri
2. Don Harms H-D
3. Dave Smith Tri
4. Geezer Emick BSA
5. Jim Rice BSA
6. Reg Chosney BSA
7. Bentley Hardwick BSA
8. Bill Cody H-D

Time: 4:02.38 *Did Not Finish

8-LAP NOV. MAIN EVENT
1. Keith Mashburn Yam
2. Randy Smith Suz
3. Terry Donaher Yam
4. Don Dudek H-D
5. Dave Stroman H-D
6. Bob Fulton Suz
7. Carl Sjolund Yam
8. Don Castro Kaw
9. Rudy Galindo Yam
10. Dave Hansen Kaw

Time: 3:15.55 *Did Not Finish

3-LAP EXP. TROPHY DASH
1. Mel Lacher H-D
2. DeWayne Keeter BSA
3. Ron Kruseman BSA
4. Chuck Jones BSA

Time: 1:12.65

3-LAP NOV. TROPHY DASH
1. Keith Mashburn Yam
2. Terry Donaher Yam
3. Dave Hansen Kaw
4. Don Castro Kaw

Time: 1:15.40

TROJAN CLASS A SPEEDWAY

So. Gate, Cal.,
Sun., Aug. 4, 1968

By Mike Capalite
TROPHY DASH
1. Swede Savage JAP
2. Jack O'Brien JAP
3. Elliott Schultz JAP
4. Jim Nicholson JAP

COMBINATION HANDICAP
1. Swede Savage JAP
2. Jim Nicholson JAP
3. Elliott Schultz JAP
4. Rick Woods JAP

TIME TRIAL HANDICAP
1. Elliott Schultz JAP
2. Lee Stumpenhous JAP
3. John Carter JAP
4. Sonny Nutter JAP

TOP HANDICAP
1. Paul Conserriere JAP
2. Swede Savage JAP
3. Jim Nicholson JAP
4. Jack O'Brien JAP

RECORDS SET
1-Lap: Swede Savage 13.31
4-Lap: Swede Savage 51.75

ASCOT 15-LAP EXPERT MAIN EVENT

Start 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

1) 12x
2) 22r
3) 27
4) 37
5) 44x
6) 2
7) 8
8) 15
9) 18x
10) 9y

Time: 5:57.92 * Did Not Finish

ASCOT 10-LAP AMATEUR MAIN EVENT

Start 1 2 3 4 5 6 7 8 9 10

1) 11x
2) 41x
3) 21y
4) 92r
5) 27r
6) 80y
7) 20x
8) 44n

Time: 4:02.38 * Did Not Finish

WHITEMAN STADIUM

CLASS A SPEEDWAY

Pacoima, Cal.,
Sat., Aug. 3, 1968

By Mike Capalite
1st MATCH RACE
1. Don Hawley JAP
2. Dude Criswell JAP

2nd MATCH RACE
1. Elliott Schultz JAP
2. Chuck Jones JAP

TROPHY DASH
1. Jack O'Brien JAP
2. Don Hawley JAP
3. Sammy Tanner JAP
4. Stu Morley JAP

C MAIN
1. Elliott Schultz JAP
2. Don Hawley JAP
3. Lee Stumpenhous JAP
4. Randy Ellis JAP

B MAIN
1. Jack O'Brien JAP
2. Chuck Jones JAP
3. Rick Woods JAP
4. Jon Thomas JAP

A MAIN
1. John Carter JAP
2. Sammy Tanner JAP
3. Steve Bast JAP
4. Steve Scott JAP

LIONS DRAG RESULTS
Sun., Aug. 4, 1968

TOP BIKE:
Bob Ebeling Tri 10.50-137.00

RUNNER UP:
Bob Braverman Yam - -

TOP STOCK:
Ed McDonald H-D 13.00-102.62

TOP MODIFIED:
Joy Houston Tri 12.38-110.00

STOCK CLASS WINNERS:
AA - La Rue H-D 16.72- 75.63
A - Ed McDonald H-D 13.00-102.62
B - Wetherell BSA 13.65- 96.56
C - Sommers Suz 12.84-104.16
D - Middleton Yam 13.68- 93.43

MODIFIED:
AA - Landrum H-D 12.55-107.65
B - Joy Houston Tri 12.38-110.11
D - C. Cash Suz 12.76-102.62
E - Sterling Yam 17.87- 68.38
F - Claydon Kaw 18.03- 67.82

GAS:
D - Leonard Hon 13.39- 93.36
F - Velasco Bri 15.22- 83.11

SACRAMENTO NAT'L RACEWAY
1/4-MILE SHORT TRACK
Sacramento, Cal.,
Fri., July 28, 1968

By Stephen J. Rooney, Jr.
100cc NOVICE
1. Pat Rooney Bri

200cc NOVICE
1. Milan Vickers Kaw

250cc NOVICE
1. Cal Simpson Bul

200cc EXPERT
1. Mike Ellis Yam

250cc AMATEUR
1. Ray Vaine H-D

250cc EXPERT
1. Joe Henry Duc

NOVICE NON-TROPHY WINNERS:
100cc: Gary Culver;
200cc: Dan Hooper;
250cc: Jeff Holman

LAP CHARTS by Carol Sims

Finish 1) 37 Mel Lacher (H-D)
2) 27 Chuck Jones (BSA)
3) 18x Phil Todd (BSA)
4) 8 Shorty Seabourne (BSA)
5) 15 Ralph White (BSA)
6) 2 Dick Mann (BSA)
7) 22r Bruce Holland (Tri)
8) 9y Paul Conserriere (R.E.)
9) 12x Ron Kruseman (BSA) *
10) 44x DeWayne Keeter (BSA) *

10-MILE NATIONAL CHAMPIONSHIP

Indianapolis, Ind.,
Sun., Aug. 4, 1968

1. Cal Rayorn H-D
2. Gary Nixon Tri
3. Dan Haaby H-D
4. Fred Nix H-D
5. Buddy Elmore Tri
6. Walt Fulton H-D
7. Mert Lawwill H-D
8. Chuck Palmgren Tri
9. Ron Grant Suz
10. Jess Thomas H-D
11. Roger Reiman H-D
12. Gene Romero Mat
13. Bobby Winters Tri
14. Pat Gosch Tri
15. Andreas Georideas Mat
16. Dennis Schoenfeldt Tri
17. Rod Pink H-D
18. Jim Pegram H-D
19. Bob Hinkle Tri
20. Dick Brase Duc

Time: 1 Hr. 23 Min. 12 Sec.
Av. Speed: 80.625 mph

50-MILE AM. CHAMPIONSHIP
1. Ron Pierce Yam
2. Tom Rockwood Mat
3. Art Ninci H-D
4. Ken Brunswick Tri
5. John Lysight Tri
6. Larry Roberts H-D
7. Larry Darr H-D
8. Torrello Tacchi Nor
9. Jim Adams Tri
10. Dick Neb Hon

Time: 40 Min., 14 Sec.
Speed: 77.515 mph

ASCOT TT
Sat., Aug. 3, 1968

By Maureen Lee
NOVICE MAIN
1. Keith Mashburn Yam
2. Dave Hansen Kaw
3. David Aldana BSA
4. Randy Smith Bul
5. Don Castro Mon

Time: 4:53.94

AMATEUR MAIN
1. Jim Rice BSA
2. Jim Peterson BSA
3. Butch Turner Tri
4. Ben Fakkeldy Tri
5. Bill Cody Tri

Time: 7:54.57

NOVICE TROPHY DASH
Keith Mashburn Yam
1:24.15

EXPERT TROPHY DASH
Eddie Mulder Tri
1:34.56

EXPERT MAIN
1. Dusty Coppage Tri
2. Skip Van Leeuwen Tri
3. Eddie Mulder Tri
4. Mike Haney Tri
5. Eddie Wirth BSA
6. Ralph White Tri

Time: 11:40.92

SIDEHACK MAIN
1. Bob Johnson/Mike Van Laar H-D
2. Crash Roesch/Mike Goodnight H-D
3. Jim Moffitt/John Burns BSA
4. Ken Campbell/Mike Spees Tri
5. Jerry Person/Jim McNeal Tri

Time: 5:26.43

DISTRICT 37 DESERT HEAVYWT. POINT STANDINGS (For All 1968 Events up to July 12)

Po. No.	Name	Pts.	Cl.
1	7 Mike Patrick	1340	Ex
2	27 Steve Kirk	1241	Ex
3	21 Bill Hutton	1015	Ex
4	95 Steve Staats	1005	Ex
5	6 Ron Fry	956	Ex
6	46 Dave Brewer	876	Ex
7	22 Doyle Fields	810	Ex
8	3 Jack Byers	793	Ex
9	506 Lynn Fortner	710	Ex
10	55 Harold Mortensen	619	Ex
11	13 Al Baker	615	Ex
12	143 Paul Greenwood	585	Am
13	5 James Martino	555	Ex
14	12 Gary Preston	550	Ex
15	2 J.N. Roberts	535	Ex
16	069 Tim Smith	500	Ex
17	16 Jeff Foster	495	Ex
18	25 Jerry Perkins	486	Ex
19	170 Bill Bogner	470	Ex
20	158 Don Bohannon	455	Ex
21	38 Spence Windbiel	450	Ex
22	115 Bud Hedrick	448	Am
23	715 Steve Holladay	446	Am
24	542 Alan Gibbs	430	Am
25	571 Scott LaPraik	430	Am
26	77 Barry Hirst	415	Ex
27	33 Bob Ewing	386	Ex
28	59 Gene Smith	370	Ex
29	14 William Bryce	365	Ex
30	15 Ron Sloan	360	Ex
31	50 Warren Seigfred	337	Ex
32	61 Wayne Peterson	325	Am
33	236 Jim Merriken	316	Am
34	1 Steve Hurd	315	Ex
35	80 Richard Hall	315	Am
36	141 Sam Burg	305	Am
37	9 Bruce Lewellyn	302	Ex
38	86 Bob Arrison	296	Ex
39	18 Jon Thomas	295	Am
40	54 Tom Maxwell	279	Ex
41	10 Lon Peterson	274	Ex
42	94 Richard Oneal	270	Am
43	289 Ray Yinger	265	Am
44	298 Al House	265	Am
45	52 Roger Sides	256	Am
46	234 Howard Wilson	255	Am
47	91 Dick Gilman	254	Ex
48	24 Ken Knudsen	252	Ex
49	100 Robert Dailey	250	Am
50	34 William Hammer	245	Am
51	74 John Lloyd	245	Am
52	228 Hal Needham	245	Am
53	56 Bob Stewart	242	Am
54	28 Ed Farrell	240	Ex
55	737 Howard Utsey	230	Am
56	205 Jack LaPraik	217	Ex
57	567 Gary McLarty	211	Nov
58	60 Dusty Coppage	210	Ex
59	64 Carter Robbins	210	Am
60	42 Mike Burke	207	Ex
61	8 Dick Dean	205	Ex
62	65 Sam Dempsey	205	Ex
63	221 Richard Hughes	203	Nov
64	31 Dennis Rempel	202	Am
65	730 Nick Gula	201	Nov
66	36 Orle Cole	200	Am
67	279 John Maroney	200	Nov
68	73 Chuck Nelson	197	Am
69	216 Ronald Wilson	196	Am
70	451 Bob Campbell	195	Nov
71	380 Butch Broman	193	Nov
72	120 Jesse Goldberg	185	Am
73	138 Jack Ross	185	Ex
74	182 Richard Mulliner	179	Am
75	45 Dave Lewis	176	Ex
76	92 Glenn Peterson	175	Am
77	421 Doug Douglas	175	Am
78	294 Eddie Walker	174	Nov
79	379 Duffy Hambleton	172	Nov
80	129 Ken Knowles	171	Am
81	72 Wes McAllister	170	Am
82	632 Tom Zarp	169	Nov
83	70 Len Miller	168	Am
84	51 Fred Reva	165	Ex
85	305 Bill Johnson	165	Am
86	76 Tom Simpson	164	Am
87	854 Jim Beres	160	Am
88	217 Don Ogilvie	159	Ex
89	802 Ted Brich	158	Nov
90	176 Al Nunnally	155	Nov
91	215 John Dorius	155	Nov
92	259 Wally Dempsey	155	Nov
93	43 Clinard Swaford	150	Ex
94	308 Buddy Ferro	150	Nov
95	719 Jimmy Bruns	148	Nov
96	185 Dick Camp	147	Ex
97	137 John Larsen	145	Am
98	796 Randy Burak	145	Nov
99	58 James Camaret	140	Ex
100	843 Tom Brooks	140	Nov
101	155 Bob King	136	Ex
102	84 Dean Crawford	135	Am
103	90 Neil Holt	133	Am
104	30 John Coots	128	Ex
105	338 Bruce Iverson	125	Nov
106	723 Lloyd Cox	125	Nov
107	41 Richard Braden	124	Ex
108	244 Chuck Williford	122	Nov
109	512 Carl Spahr	121	Nov
110	596 Joe Yrigoyen	121	Nov
111	26 Gary Conrad	120	Ex
112	39 John Gaetz	120	Ex
113	134 Robert Moll	119	Nov
114	239 Jack Lund	118	Nov
115	251 Joseph Litchfield	113	Nov
116	213 Lanny Lehigh	112	Nov
117	53 Dave Baker	111	Am
118	168 Tom Center	110	Ex
119	556 Gary McElrath	105	Nov
120	852 John Bailey	105	Am
121	17 Gail Ferrell	100	Am
122	126 Bob Bailey	100	Ex
123	579 Todd Martella	100	Nov
124	M108 Terry Davis	100	Am
125	104 Donald Hinckley	99	Am
126	322 Floyd Burk	98	Ex
127	20 Howard Beach	96	Ex
128	62 Dennis Stinson III	95	Am

129	147 John Beach	95	Am
130	148 Lyle Simpson	95	Ex
131	259 Larry Burns	94	Nov
132	163 Ron Keeping	92	Nov
133	256 Ray Morrow	91	Nov
134	75 Ray Bierman	90	Ex
135	202 Bud Dailey	90	Nov
136	525 Lloyd Lingelbach	90	Ex
137	489 Ronn Blumke	89	Nov
138	575 Dale Eckhardt	88	Nov
139	955 Gibby Smith	88	Nov
140	520 Bill Murphy	87	Nov
141	32 Wally Casperson	85	Am
142	929 Bob Kulek	85	Am
143	931 Tom Scales	85	Nov
144	479 D.N. Lesser	84	Nov
145	450 Steve McLean	83	Nov
146	107 Don Finley	82	Nov
147	97 Mil Green	80	Ex
148	125 John Diskin	80	Am
149	274 Tom Martin	76	Nov
150	123 Buck Smith	75	Ex
151	128 Steve Hill	75	Am
152	172 Richard Forrest	75	Am
153	89 Bill Bradshaw	72	Am
154	559 Randy Shelton	72	Nov
155	307 Gary Nichols	71	Nov
156	23 Gene Dempsey	70	Ex
157	814 Dave Richardson	70	Nov
158	101 Keefer Flanner	69	Am
159	490 Ken Seib	69	Nov
160	218 Lane Riedel	66	Nov
161	372 Everett Creach	66	Nov
162	11 Mase Ryon	65	Ex
163	362 Michael Mahoney	65	Nov
164	365 Barry Weiss	65	Nov
165	600 Neil Fergus	65	Am
166	892 Dub Smith	65	Am
167	224 Phil Hoebel	62	Nov
168	162 Tom Saphom Jr.	61	Nov
169	292 Bill Zaremba	60	Am
170	971 David Pleasant	57	Nov
171	114 Walt Podolece	56	Am
172	893 Chuck Raudman Jr.	56	Nov
173	175 Douglas Loftin	55	Nov
174	187 Roger Stark	55	Nov
175	207 Mike Akin	55	Nov
176	303 James Vesley	55	Am
177	783 John Franich	55	Nov
178	242 Bill Greene	53	Nov
179	962 Arden Schug	52	Nov
180	438 Jerry Stevens	51	Nov
181	47 Hobie Alter	50	Am
182	118 Al Rogers	50	Ex
183	130 Robert Nakonieczny	50	Nov
184	140 M.L. Stevens	50	Am
185	150 Harry Greenlee	50	Ex
186	254 Columbus Calver Jr.	50	Nov
187	655 Norm Benham	50	Am
188	856 John Good	50	Nov
189	613 Ray Bullen	49	Nov
190	337 Bob Melton	48	Nov
191	432 James Holmes	48	Nov
192	193 Paul Stoneking	47	Nov
193	695 Jerry Johnson	47	Nov
194	152 Andre Pillion	46	Ex
195	69 Ed Musselman	45	Am
196	83 George Zuber	45	Am
197	103 Jerry Randall	45	Am
198	145 John Shirley	45	Nov
199	166 Don Mitchell	45	Nov
200	190 David Hernandez Jr.	45	Nov
201	201 Dene Hirst	45	Ex
202	237 Clayton Jiles	45	Am
203	300 Ronnie Hayden	45	Nov
204	702 Jim Vericker	45	Nov
205	812 Richard Stanworth	45	Nov
206	899 Fred Dannenfelzer	45	Nov
207	603 Gary Colberg	43	Nov
208	169 Keith Ludwig	42	Nov
209	779 Dean Burnham	41	Nov
210	71 Dick Fletcher	40	Ex
211	188 Russell Peltz	40	Nov
212	230 Rex Hopkins	40	Am
213	334 Robert Forrest	40	Nov
214	572 Robert Cox	40	Nov
215	790 Dick Stever	40	Nov
216	116 William Ramstetter	38	Am
217	183 Bob Gamett	38	Am
218	701 Tom Dodson	37	Nov
219	219 John Lamson	36	Am
220	40 Sam Gardner	35	Am
221	44 Craig Shepherd	35	Am
222	67 Bud Harvey	35	Ex
223	178 Nicholas Raino	35	Nov
224	241 Terry Martin	35	Nov
225	277 Cal Sukut	35	Nov
226	284 Harlan Bast	35	Ex
227	454 Bob Harris	35	Am
228	462 Ted Lapadakis	35	Ex
229	527 Ike Mizen	35	Am
230	793 Carroll Walker	35	Nov
231	384 Bill Bragdon	32	Nov
232	510 Tom Seymour	32	Nov
233	108 Jim White	30	Am
234	144 Ralph Dahlquist	30	Am
235	231 Gary Randal	30	Nov
236	445 Bob Harrison	30	Nov
237	592 Doug Westwood	30	Nov
238	644 John Harrison	30	Ex
239	212 Leonard Dobbs	29	Nov
240	209 C.O. Hytten	29	Nov
241	568 Edwin Meyers	29	Nov
242	235 Ronald Martin	28	Nov
243	750 Jack Payne	26	Nov
244	57 Bill Fullmer	25	Ex
245	264 David Sabin	25	Nov
246	715 Jerry Willingham	25	Ex
247	740 Bruce Haserot	25	Nov
248	968 John Greenewald	25	Nov
249	671 Mike Holliday	23	Ex
250	704 Blair Bernbaum	23	Ex
251	121 Jack Griffin	22	Nov
252	203 Glen Williams	22	Nov
253	500 Lynn Wineland	22	Ex
254	604 William Kelly	22	Nov
255	87 Bob Reddish	21	Ex
256	189 Pete Porcard	21	Nov
257	569 David Thompson	21	Nov
258	605 Tom Henderson	21	Nov
259	666 Steve Winegar	21	Nov
260	946 James Lane	21	Nov
261	M105 Don Hill	21	Nov
262	957 Donald Bernard	20	Nov
263	63 John Steen	19	Ex

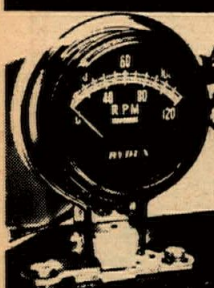
95 Am	264	113 Phillip Langham
95 Ex	265	885 John Walgamuth
94 Nov	266	735 A.D. Hall
92 Nov	267	771 Rick Shirey
91 Nov	268	278 Wayne Powell
90 Ex	269	327 John English
90 Nov	270	281 Ben Bok
90 Ex	271	263 Milton Smith
89 Nov	272	388 Neal Gilleran
88 Nov	273	443 Ed Houtz
88 Nov	274	601 Donald Watkins Jr
87 Nov	275	606 Mike Kane
85 Am	276	809 Jim Young
85 Am	277	827 Dick Myott
85 Nov	278	891 Stephen Wilson
84 Nov	279	937 James Reagan
83 Nov	280	967 Gary Peterson
82 Nov	281	102 Jim Dorman
80 Ex	282	457 Joseph Cortez
80 Am	283	578 Don Orr
76 Nov	284	611 Jerry Eyre
75 Ex	285	905 Frank Russo
75 Am	286	181 Gary Laesser
75 Am	287	497 James Bullock
72 Am	288	873 Jewel Hendricks
72 Nov	289	164 Walter Hoffman
71 Nov	290	276 Gerald Filbrun
70 Ex	291	830 Jim Rowe
70 Nov	292	343 John Mallett
69 Am	293	786 Lee McCormick
69 Nov	294	297 John Rayburn
66 Nov	295	356 James Greaves
66 Nov	296	909 Robert Wirth
65 Ex	297	208 Phil Holcomb
65 Nov	298	238 Don Wimpres
65 Nov	299	288 David Lehmann
65 Am	300	290 Fred Jamieson
65 Am	301	507 Ernie Nogosek
62 Nov	302	518 Larry Amick
61 Nov	303	628 Troy Hodge
60 Am	304	743 Gary Herwick
57 Nov	305	861 Roger Marine
56 Am	306	191 Donald Houser
56 Nov	307	615 Michael Hayes
55 Nov	308	639 Frank Clausen
55 Nov	309	840 Harold Stilson
55 Nov	310	352 Clete Hruska
55 Am	311	435 Ray McCalister
55 Nov	312	558 M.H. Duncan
53 Nov	313	616 Richard Morrison
52 Nov	314	853 Leland Walden
51 Nov	315	156 Clarence Willis
50 Am	316	232 Chester Nakamoto
50 Ex	317	354 Ernest Alexander
50 Nov	318	587 Ernest Arutunian
50 Am	319	624 Jack Dunham
50 Ex	320	834 Tom Wills
50 Nov	321	868 Loran Cole
50 Am	322	986 Donald Hawkins
50 Nov	323	M103 Arthur Gaetz
49 Nov	324	533 C.M. Bolster
48 Nov	325	665 Marvin Batten
48 Nov	326	794 John Gregory
47 Nov	327	958 Larry Demas
47 Nov	328	368 William Kingsland
46 Ex	329	424 Gary Williams
45 Am	330	573 Dick Steffan
45 Am	331	756 Claude Wilson
45 Am	332	761 Donald Lane
45 Nov	333	875 Dave Gruver
45 Nov	334	930 Alfred Conti
45 Nov	335	229 Vic Barto
45 Ex	336	258 Doyle Hays
45 Am	337	302 Marvin Mendenhall
45 Nov	338	585 Tony Venz
45 Nov	339	917 Donald L. Smith
45 Nov	340	269 Bud Tolliver
45 Nov	341	498 Michael Smith
43 Nov	342	511 Luther F. Smith
42 Nov	343	522 Ellis G. Smith
41 Nov	344	672 Charles Smith
40 Ex	345	798 Rudy L. Smith
40 Nov	346	943 George F. Smith
40 Am	347	260 Mike Kotter
40 Nov	348	287 D.N. Roth
40 Nov	349	328 Bill Moore
40 Nov	350	361 Pete Klopfenstein
38 Am	351	484 Arthur D. Smith
38 Am	352	553 Edmund Smith
37 Nov	353	574 Rodney Smith
36 Am	354	858 Pete Miller

A T T
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ELSINORE NIGHT SCRAMBLES

By John Taylor
Photos by Manuel Burton

Dave Lenar REALLY sliding around the Elsinore track. Dave does this pretty consistently without going down, believe it or not!

ELSINORE, Cal., July 27—The blistering Southern California summer heat began leaving the foothills around the Elsinore scrambles track just about dusk as practice got underway on Saturday. By the time the races actually got going a cool breeze blowing off Lake Elsinore added just the right touch.

The teacuppers kicked things off as usual. During the last two or three events, this class has been run somewhat differently. Because of the fantastic growth in popularity of the 100cc machines, this class sometimes makes up almost half the entries for the entire event and, if all of its heats and semis are run in one spasm, the rest of the

racers have to sit around for a couple of hours swatting stomach butterflies. The track management has remedied this situation by sprinkling the hundred events around throughout the evening.

Lund Lunges

In the first 100 Novice Main, M. Lund upheld the somewhat faded honor of the small four-stroke by herding home his hot Honda for first place gold. S. Hyder took second on a Hodaka with L. Bird third on a Yamaha. T. McKee led the ring-a-ding's revenge in the second Main by snagging first with T. Berry second. Both rode Yamahas.



Eric Olesen (43x) finds himself sandwiched between two other competitors as the 350cc pack gets down to serious business.

The 200 Novice Moto series provided some of the closest racing of the evening between R. Lockwood's Honda and D. Sawell's Bultaco. In the first moto Sawell got a good jump off the line followed by Lockwood. After dicing for three laps, Sawell went into the sweeper a little hot, sliding wide and allowing Lockwood to dive under. In the second moto Sawell had learned his lesson and kept the gate closed for five laps for the win, reversing the finish of the previous race. This evened the score with one win and one second apiece. In the final moto, with the trophy up for grabs, Lockwood got the good jump with Sawell way back in the pack. Sawell really put on a good ride trying to make up the difference until he lost it in the sweeper, sailed off the track, hit the tire barrier and came to a rather abrupt halt. His ego was damaged more than anything else and the trophy went to Lockwood.

The 250 Novice go was a not-so-mute testimonial to just how far the new Yamaha DT-1s have come since their release a few months ago. It looks as if someone has finally broken Bultaco's strangle-hold on 250 honors as Yamaha took the first five places in one heat and went on to win the Main by a mile. In fact, they took three of the first four places in the Main with V. Hannon's Kawasaki breaking up a Yamaha clean sweep by taking second.

A lack of entries forced the 350 and 500 Novices to run together. G. Nord who started racing about a year ago on a Triumph twin has switched to BSA and progressed to the point where he won this class with almost half-a-lap lead. J. Skates brought his CZ in for second followed by P. Henderson on a Triumph.

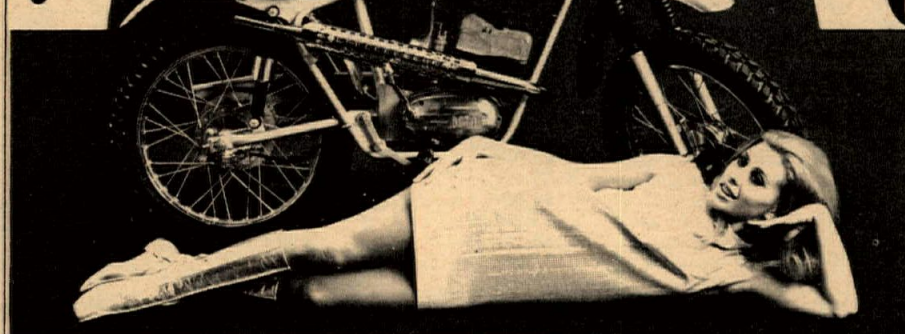
McKee Outpoints Aldana

The 100 Expert bash saw Dave Aldana go home without a trophy for the first time in many weeks. Riding out of Irv Seaver's shop in Santa Ana he has dominated this class whenever he rode. Luck was not with him Saturday night as he got a poor start and, while trying to pass three or four riders in a right-hand sweeper, was forced to pull a Torsten Hallman and moto-cross out through one big batch of boulders. After remounting he again tried too hard and struck up another intimate acquaintance with a small patch of the back stretch. Aldana won the last two motos with no sweat but, with no points in the first, the deficit was too great and T. McKee won with one first and two seconds.

The 500-Open trophy again went to J. Sprague but not without some competition from T. Simpson. Simpson would have been even more competitive if various bits and pieces of his Triumph had not come adrift during each moto.

Night racing has to be the only way to go in the summer. Some desert riders have come to Elsinore and found it to be so neat they are trying to figure out a way to string lights across the Mojave for a Hare and Hound. The light bulbs they can get; the extension cord is what's driving them nuts!

(Results on page 16)

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Mike Thompson (130f) followed closely by Jerry Bergquist (97f) in the Sunny Valley 250cc "A" Main Event. Mike went on to take the gold.

Story and Photos by Virginia Copeland

GRANTS PASS, Ore., July 14 — Sunny Valley Speedway opened the pit gates to 78 riders on Sunday, with a couple of them from as far away as San Jose, California. Lance Anderson of San Jose and Bob Grossi of Santa Cruz were both quite pleased with the way the races were run up here due to the fact that everyone entered got to run a Main Event for a trophy. Grossi who had been plagued with bad luck all weekend gave the crowd a real thrill when he won the wheel-walking contest with a injured knee. He went the length of the straightaway and part way around the corner before he looped his bike. Good show Bob, we really enjoyed it. Bob didn't get all the glory however, as Lance took home gold from both the Saturday night races sponsored by the Rogue Valley Riders in Grants Pass, and the Sunday races. These are a couple of real good riders and show real sportsmanship, we enjoyed having them and will be looking forward to the day they can return.

Now down to some serious racing. Dwane Francisco of Medford, riding a Kawasaki out of his own shop, "Out

Front," took both the Trophy Dash and "A" Main in the 100 class without much trouble. John Soy of Eureka, Calif. was back in the winner's circle again this week taking the "A" Main on his Bultaco. He was leading the Dash when he lost a chain and had to do some beautiful riding to keep from crashing. Davey Russell of Grants Pass was just behind John and went on to win the 200 Trophy Dash on the Kawasaki sponsored by Wally's Kawasaki Sales. The Kids class saw little Randy Johnson of Medford on a Bultaco take home the trophy in the Trophy Dash. Rick Ziegler of Crescent City, Calif. was put back to the second line because he kept creeping, but he still came through the pack to win the "A" Main on his Yamaha. Randy Johnson led it till the last lap when Rick caught him and barely beat him to the finish line. Taking a close third was John Renfro of Prospect riding a Moto-Beta.

Jerry Bergquist of Crescent City, Calif. and Mike Thompson of Eureka, Calif. are having a ball battling back and forth this year in the 250 class, and this race was no different. They were both right out there in front swapping leads and riding for all they were worth, but

Mike managed to get his Montesa across the finish line in front of Jerry's Kawasaki sponsored Black's Cycle Sale, in both the "A" Main and Dash. These boys not only battle for first place in each race but have a real close contest going for the high point season trophy in their class. Mike now holds the lead with 190 points while Jerry and Dwane Francisco each have 160, so it's going to be interesting to see who comes out on top, it only takes one race to change it.

Fritz' Turn

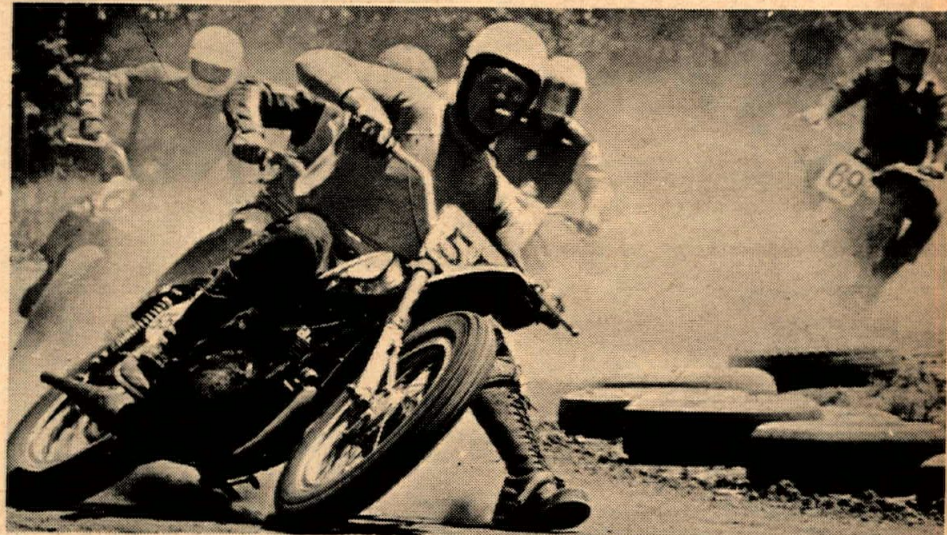
This week it was Fritz Espy's turn to win the Open Class. All season long it's seemed like Fritz wins one week and Bob Vaughn the next. Fritz, from Grants Pass riding a Bultaco sponsored by Pollock's Marina, can undoubtedly lay that bike down the lowest of anyone I know. The Trophy Dash was Fritz' all the way with Bob right behind. The "A" Main had some excitement right off the line as Vaughn was forced to leave the track to keep from hitting another bike. Lance Anderson, of San Jose, Calif. riding a BSA for Cycle Mart, got the lead followed by Fritz and Joe Duncan of Crescent City, Calif. on a Triumph. It took Fritz two laps but he finally got around Lance to grab first place and hold it all the way to the finish. Meanwhile, back in the pack, Bob was back in the race and passing like nobody's busi-

ness. He took third place away from Joe on the fifth lap and went after Lance but Lance got across the line first leaving Bob in third.

The Sweepstakes race saw Dwane (The Mouse) Francisco roar into the lead and hold it till the last lap when he slid out. Dwane, riding a 100cc Kawasaki, started a little better than a quarter-lap ahead of the 650 class but Vaughn and Espy had come through the 250's and the 200's and were really closing the gap. It would have been a close race to the finish if Dwane had finished; instead Bob went on to win on his Triumph sponsored by Fred Ford Cycle. The prize for this race was a 2-pull-drawer tool chest donated by Bud Thrasher of Mac's Tools. After the Sweepstakes run it was time for the winners to collect their trophies and pretty 16-year-old Connie Davis of Springfield, Ore. was on hand to give them out.

We wish to send our heartfelt sympathy to Wally Coburn of Glendale, Ore. who broke his leg in an unfortunate accident Sunday. Wally will be out of the races for the rest of this season but we sincerely hope he will be there watching as soon as he is able. Wally, owner of the Kawasaki shop in Grants Pass, would enjoy any of you riders dropping around to see him and chew the fat a bit. Get well soon Wally, we'll be looking forward to seeing you.

(Results appeared last week)



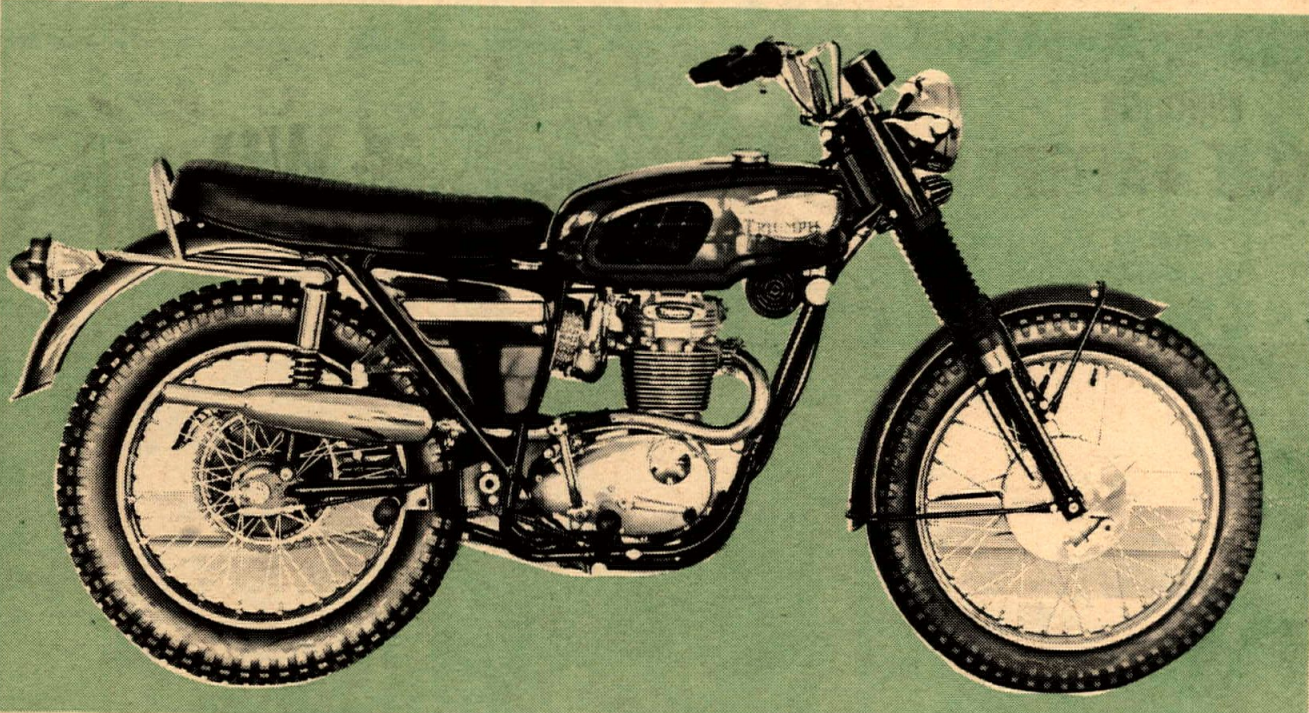
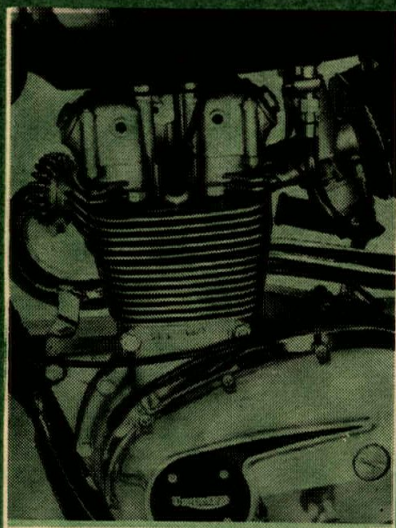
Cigar-chomping Fritz Espy slid to wins in Open Class Trophy Dash and "A" Main.

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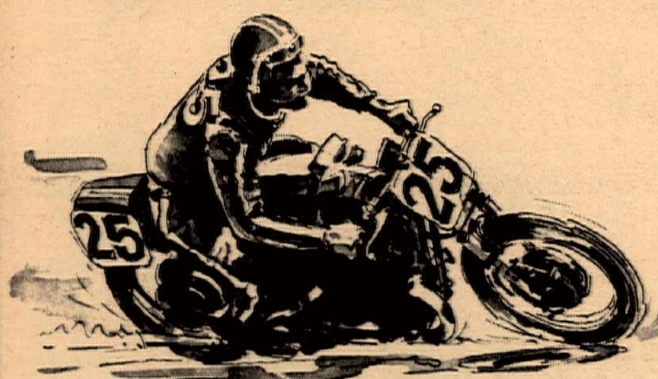
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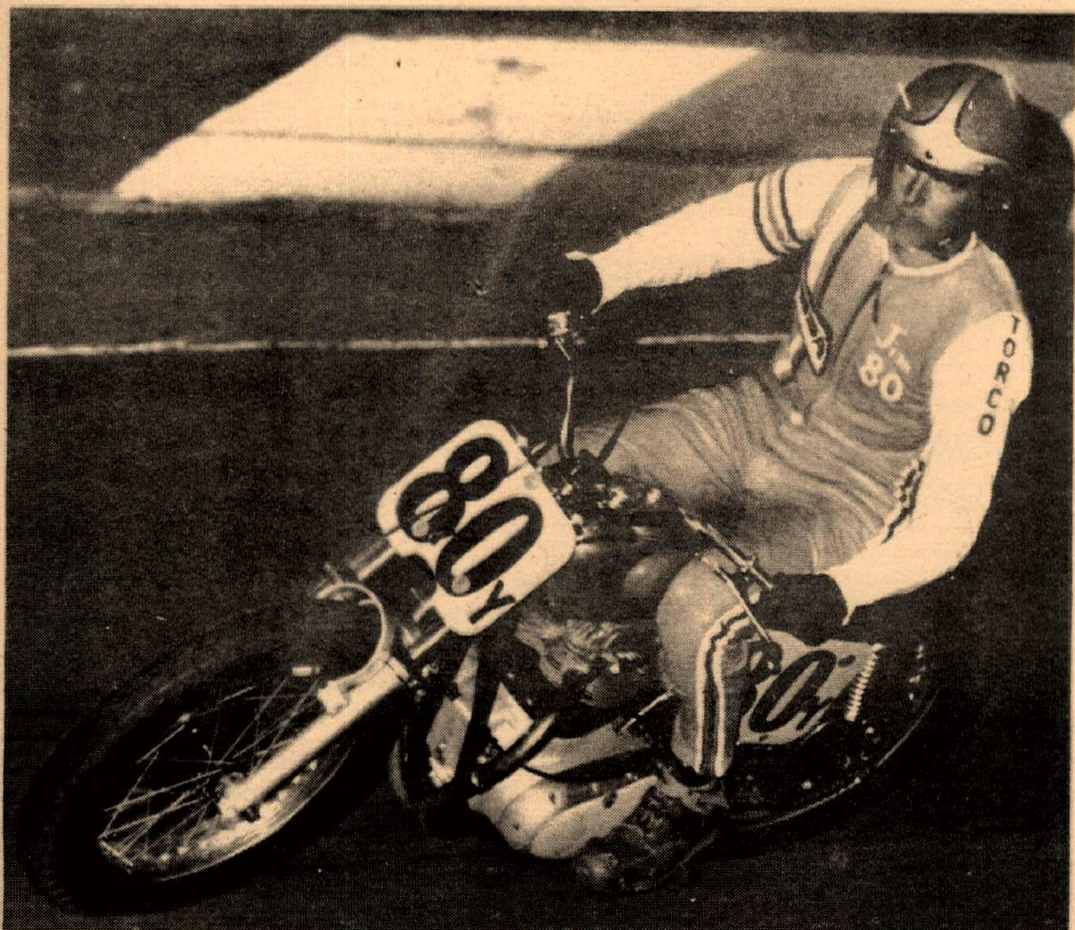


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THE WINNING TWINS FROM THE **BOLD WORLD OF** **BSA**

CYCLE NEWS August 29, 1968 Page 21



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at Mission Hills Motorcycle, 8730 Sepulveda in Sepulveda. (213) 785-4289. We carry a full line of parts and barum tires.

NEW CARS, trucks, El Caminos...used, too. Call Jim Woolwine at (213) 352-3241 or 353-3226.

YAMAHA PARTS MAN

5 day week, group insurance, paid holidays. Progressive shop with potential advancement. Bill Krause Enterprises, Inglewood. Call Wed. through Friday (213) 678-5289 - ask for Bill or Jim.

TERRIFIC BUSINESS OPPORTUNITY

Motorscooters, mini-bikes and motorcycles. Going business, must sell, doctor's orders. Scooterville, P.O. Box N, c/o Cycle News, P.O. Box 698, Long Beach, Calif. 90805.

HUSQVARNA SUMMER CLEARANCE SALE

1968 250cc moto-x machine \$950.00. 1968 360cc new moto-x mach. \$1,075.00. While they last. Mission Hills Motorcycle Sales, 8730 Sepulveda Blvd., Sepulveda, Calif. (213) 785-4289.

TRADE: 4'x7' box trailer for Van Tech or Moto Beta frame or something else. (213) 823-1502.

'64 GREEVES Sq. Barrel, xint. condition, extras \$425.00. (213) 767-6642.

'68 GREEVES CHALLENGER TT. Cerianis. Unraced, barely broken in, showroom condition. Languishing in my garage as I have no time to ride. \$700. (213) 454-6220.

NEED VELOCETTE parts or a whole dead one. (805) 482-2157.

'68 PURSANG - 4 months new. Desert ready, fast, reliable \$700.00. (213) 785-8972.

YAMAHA POWERED GO-KART

250cc - new tires, new paint, lots of chrome. Really sanitary. Serious inquiries only, must sell now. 100 m.p.h. \$350.00 or best offer. Tom Lay (eves.) (213) 633-8957.

HELP save my credit, owe \$395.21 on '67 La Cross. (213) 393-6964.

1965 HONDA S-90 complete reworked bike, perfect scrambler, hot cam, bored out, many extras. Please call for more info. (From quick throttle to exhaust). (213) 865-5197.

TRADE: Hodaka TT seat and tank for stock items. (714) 792-7453.

1965 GREEVES Challenger, spare tire, sprocket, carburetor, manual \$350.00. (714) 792-7453.

'66 HODAKA well cared for, runs good \$250.00 includes extras. (213) 323-8183.

WANTED Tech inspector for AFM road races, free admission and beer. Call (213) 223-7967 eves.

'68 HODAKA Ace 90, desert read-near new. Must sell \$395.00. (714) 839-6297.

250cc DUCATI G.P. bike - fairing, tach, Avons, fast \$395.00 or trade for good dirt bike. New 32mm Delorto carb. \$35. Ducati A.R.D. magneto \$40.00. Phone: (213) 370-1714 or (213) 325-0432.

WANTED: Large fuel tank & desert exhaust pipe for 1965 Bultaco Metisse (714) 884-2786.

'66 ROYAL ENFIELD 750cc

Best cash offer. 1418 Ball Rd., Anaheim (714) 635-1231.

SALE ON HUSQVARNAS

While they last: 1968 moto-x machines; new 250cc-\$950.00. New 360cc-\$1,075.00 Tracy's, 515 S. Victory, Burbank, Calif. (213) 843-0926.

HAVE ERIC JENSEN #7

Tune your Hodaka - come to Competition M/C Sales, 4755 York Blvd., Highland Park, Cal. (213) 256-9215.

"BETTER SEE BERT"

EXPERIENCED HONDA MECHANIC Guarantee & commission, unlimited potential, busy shop with maximum benefits, 5 day week. BILL KRAUSE HONDA TRIUMPH, Inglewood. Call Tuesday-Friday (213) 671-0407 or (213) 678-5289.

FREE CATALOG - Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

BOOK: "HOW TO RIDE & WIN"

Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. \$4. post-paid. Send check or money order to - How to Ride & Win. c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

MOTORCYCLES

Cars and trucks bought, sold, and traded. 9061 E. Artesia Blvd., (213) 925-9054.

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HONDA Scrambler, 305cc, 11-1 pistons, ported & polished, roller cam, Ceriani front & rear, alloy rims, extra tires plus many parts! Ready to race (213) 478-1328.

BULTACO PurSang 68-1/2, 2 mo. old, desert ready \$760.00. Buena Park (714) 522-4166.

DUCATI 4 speed flattracker, TT, quick change combination. Brk. hub & spolly front wheels, super head work, 2 plugs etc. All new throughout 0 miles "cherry" (213) 325-0659.

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TRADE Zundapp scooter, 150cc for trailer, mini bike, or ? (213) 662-4851.

1968 SACHS 73cc in xint. cond. \$450. or best offer. (213) 444-7290.

'68 HODAKA super fast \$900 invested, take over payments, extras. (213) 691-6825.

GOT A GROWING RACER? Bates lined jacket size 36, \$20.00. Wedged boots size 7, \$18.00. Bell 500 TX size 6-7/8, \$15.00. (213) 376-4073.

1965 JAWA moto-cross 350cc, single cyl.-2 complete eng's, with Hunt mags, special clutch's, new bore, bearings, seal's, rings, 6-3/4" fork travel \$350. (213) 222-6908.

COMPETITION M/C Sales moving to new, larger location on August 15th. 2301 Colorado Blvd., Eagle Rock, Calif.

RICKMAN-METISSE HANDLEBARS

Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

FREE SAMPLE: British magazine; Detailed photos, illustrating repairing, preventative maintenance, tuning, touring, competing, customizing, all European, Japanese cycles. MOTORCYCLE MECHANICS, 3388 Modoc, Kerman, Calif. 93630.

BULTACO REPAIR & HOP UP MANUAL

Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistons, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send \$3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

UNITED MOTORCYCLE ENTHUSIASTS

Speaks for YOU. Wherever your rights are involved. All it takes is \$5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

MECHANIC WANTED

Top commission, five day week. Bill Robertson & Sons, 5626 Tujunga, No. Hollywood. (213) 766-4356.

FOR SALE: 1960 Harley-Davidson, 74 cu. in., full dress. This bike has the following new items: chains, sprockets, brakes, clutch, tires and saddlebags \$750.00 firm. (213) 866-2079.

GREEVES '64 Square Barrel, clean, good condition, reliable, new knob, chain, filteron, expansion chamber, bars, etc. etc. \$350. (213) NE 5-7606 or (714) 537-9785.

FOR SALE: 1968 Bultaco Campera set up for dirt. Contact Wayne McDonald, No. Hollywood. (213) 980-3963 evenings.

250 CZ

1968 Moto-Cross. Raced twice \$795.00. (805) 762-7311 Ext. 2441.

ALLOY BSA Victor gas tank, new \$130, sell \$65. (916) 489-4603.

1967 GREEVES Challenger MX3B Springer, excellent condition, extra parts. \$675.00. (213) 436-0457.

1968 KAWASAKI 175 Bushwacker, excellent condition, 650 miles \$495.00. (805) 483-8539 eves. or weekends.

'66 305 HONDA Scrambler, best offer. (714) 826-7634.

RARE 1951 Guzzi Falcone 500cc. Beautiful \$575.00. Heinhel 175cc Scooter, electric starter, OHV, perfect \$275.00. Monza fibreglass sidcar and 1961 TR6R \$1050.00. (714) 286-1971.

'63 NORTON Atlas Manx 750cc eng., road racer \$600. Ed Meagor (415) 457-0561.

'67 O.S.S.A. 175cc dirt or street, very clean \$375. Ed Meagor (415) 457-0561.

'67 ELECTRA GLIDE full dress, blue & white, good condition. (213) 352-5177 \$1400.

1968 TRI. T-100C LIKE NEW

Cerianis front and rear. Extras - Bates seat, Siamese exhaust and glass pack, sprockets (415) 828-5059. \$1050.00. 6630 Hemlock St., Dublin, Calif. Ray Ruppel.

1964 HARLEY-DAVIDSON CR 5-speed roadracer. New engine, fine TT or short-tracker \$400.00. John Patrick, 5125 Andes, El Paso, Tex. 79904. (915) 755-0587.

1967 BULTACO PurSang. Ascot prepared with special cylinder, head, expansion chamber, and compression release. Engine is fresh with no races. New tires and candy paint. Looks and runs much better than new. Also all special tools and many spare parts. Sacrifice all for \$595.00. (415) 387-5535.

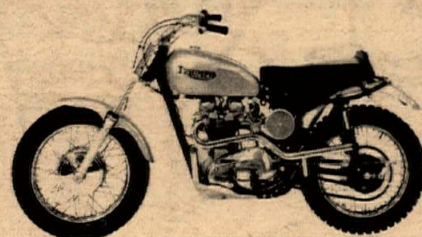
34 H.P. CYLINDER, head (with comp. release), and expansion chamber for 5-speed Bultaco PurSang. Also fits 5-speed Matador and Metralia \$80.00. (415) 387-5535.

HODAKA Dirt, new clutch, piston, have street equipment \$300.00. (213) 289-0366

HUSQVARNA DEALER

For the So. Bay area is Scuderia, 1634 Pier Ave., Redondo Beach, Calif. (213) 376-5095.

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WANT ADS

FOR SALE: Kawasaki 238 - complete new top & bottom end. Extra work on ports & rotary valves. All extras included. Very clean \$650.00. (714) 495-4789 after 6 p.m.

1968 EL BANDIDO 360, like new \$875. (213) 984-3097.

TRADE OR SELL: 1968 BSA Victor 441cc, imac. cond., less than 600 mi., never raced. Desert eqpt. included. Trade for camp trlr. or older 650cc BSA or Tri. Ph: (213) 425-2475 Bill.

WANTED - Tank and Fairing for 50cc Road Racer. Ask for Brad at (714) 521-1616.

GOLDSTAR slightly crunched \$500. Spares galore. Also Triumph halfmile '67 model \$750. S/A frame, available for both. Rob (714) 629-0665.

WANTED: Desert ready Triumph frame: unit construction: 650cc used. (714) 753-4914.

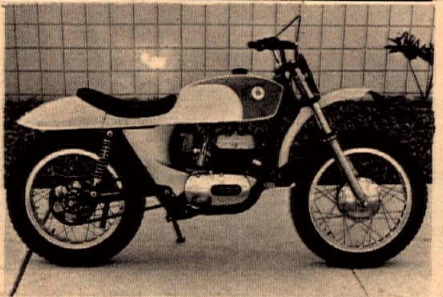
WANTED: Hodaka Ace 90 FLYWHEEL cam in perfect or good condition. Bradley Dea, 1634 E. 22nd St., Oakland, Calif. 94606, or (415) 533-7828.

ENGINE - Honda CB-92, 125cc, complete with battery and coil, 390 Palomar Court, San Bruno, Calif. \$100.00. Ph: (415) 588-4524.

'68 BULTACO PurSang - compression release, perfect condition, must sell \$675.00. Call (213) 837-3927.

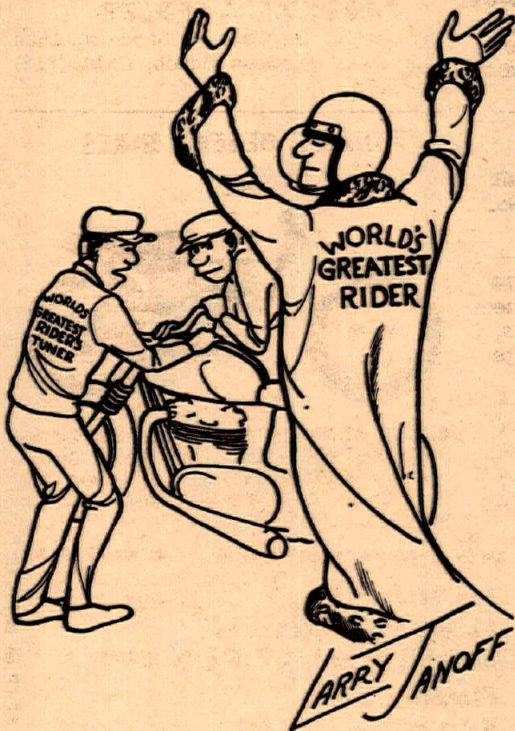
1968 KAWASAKI (250) runs good \$550.00. (213) 348-4895 minor repairs needed.

SELL: '66-1/2 H-D Sprint CRS, like new, extras, never raced, sacrifice \$365.00. (714) 689-4580 (Riverside.)



MODERN CYCLE'S OSSA

1968 Ossa Stiletto scrambler. As fast as anything in its class. Compression release, two-plug head and 21 inch front wheel. \$600. Call Mr. Karrel at (213) 887-0550.



"You think there's any truth to the rumor that he's conceltd?"

IN LANCASTER IT'S HODAKA

Don & Ray's Motorcycle Shop
1223 W.Ave. I, Lancaster, Calif.
(805) 942-9624

MOVING - Must sell! 1-250 Zundapp desert bike, 2-BSA 250-350 basket cases. Misc. tires, carbs, seats, parts. 2-Drafting tables. 1-Roll top desk & File. 3-Air compressors. 12' work bench w/cabinets. 21" Zenith TV set. Phone: (213) 679-0816 Sam.

ATTENTION EXHIBITIONISTS
Wheelies made easy by new technique. Contact Al Hillan, Box Q, Crestline, Cal.

IS YOUR OLD LADY NAGGING
You about going riding - buy her a rabbit and take her along. New '68 Rabbit motorscooters 90cc, 3 speed, electric starter, 15 inch wheels \$249.00 - 100% financing. Phone: (714) 830-2604.

SIMPLEX Motor Bike wanted. Any cond. Needs some parts. (714) 543-2234.

'67 B.S.A. 441cc DIRT BIKE, set up for desert or moto-x \$595.00. Call (213) 862-0467.

WANTED: Matchless or AJS 500cc engine 1958 on, 769 Hayes Street, Seattle, Washington. Julius L. Woeck.

1968 B.S.A. VICTOR Special, 441cc, 34 Hrp., 26.9 cu. in., 789 actual miles, like new, immaculate, hottest scramble bike. 1084 Gardena, Long Beach, Cal. 90813.

1965 BSA LIGHTNING 650cc, 2600 original miles \$675.00. Tom (213) 636-2713.

KAWASAKI FORKS

A-1/A-7 forks., stem, friction damper, fender; straight from crate. Replacing with Cerianis \$100. Dave Lewis, 1350 Marinette Rd., Pacific Palisades, Ca. 90272. Phone: (213) 454-9532.

ROAD RACER 350cc Honda, P.M. cams, psitons, 5-speed, G.P. carburetors, girling shocks, factory racing brake etc., just rebuilt, going to Europe \$500/offer. (415) 685-6334.

X-6 HALF MILER & TT. NEW: cases, crankshaft, Wiseco pistons, cylinders & heads, new engine, never run, glass tank & seat, hard Pirellis, sprockets, compression releases, Hensley fork dampeners, all stock equipment still in crate wrappings \$450. Also 51 Ford Panel truck, runs good \$100. (213) 347-9755.

'65 TRIUMPH 650cc, excellent condition, desert \$525.00. Call eves. (213) 679-4102

CHERRY IDEA

Would you believe one-day service? Bob Bailey Service Center, 17124 So. Western Ave., Bldg. 6, Gardena, Cal. (213) 327-8538. Call for appointment.

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EXHAUST NOTES

By Bill Pettigrew

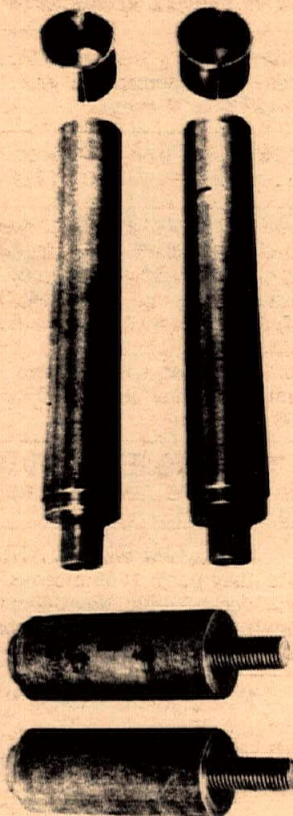
Evel Knievel has received permission from the Page, Arizona town council to jump the Grand Canyon on Labor Day weekend of this year 1968. Evel is now in the process of obtaining permission from Mr. Stewart Udall, Secretary of the Interior, and has already been wished success on his leap by one of Mr. Udall's aide.

Nixon Holds Point Lead

Ron Pierce #97 copped the first Amateur position at Indianapolis aboard his new 350 Yamaha mount. Cal Rayborn and Gary Nixon diced it out for 110-Mile Expert honors with Cal and his super-powered Harley-Davidson coming out on top and Gary snatching a great second to also retain the point lead in the National running.

FORK EXTENSIONS

NEW FROM ARAGON:



These high quality fork extensions are now offered by Aragon Dist. Co. With these installed you will improve handling, increase ground clearance, improve weight transfer, lengthen wheelbase, plus improve overall appearance.

Extensions are available for the following makes and models: Honda S-90 2-1/2"; Honda CL125 2"-4", Honda CL160 3"-5"; Honda CL77 3"-7", Yamaha 80 and 100 2-1/2", Hodaka 2-1/2", Kawasaki 120 2-1/2", Harley-Davidson Sportster and Triumph 4"-5-3/4", Harley-Davidson 74 and BSA 4"-5-3/4", and Ceriani (lightweight). Send \$.25 for price list and brochure to Aragon Distributing Co., 223 W. Camino Real, Monrovia, Calif. 91016 or call (213) 447-8342.

INCREASE H.P. WITH ROEHR COMPETITION-TUNED EXHAUST

In addition to increasing horsepower as much as 25 percent, Roehr tuned pipes offer more torque, wider powerband and cleaner running in any competition two-stroke. Top quality materials are manufactured into a one-piece unit which bolts on in place of stock exhaust system.

Complete with header pipe, tip and heat guard, the Roehr Bros. expansion chamber tucks in close for rider comfort and is topped off with a flat black, heat-resistant paint for sharp appearance. Priced from \$39.95. For more information, write Roehr Bros., 317 N. Victory Blvd., Burbank, Calif. 91502.

Hailwood Recuperating

Mike Hailwood's broken collarbone, received in a sporting event at home in England, is mending fine and Mike will be quickly back in top form.

For those of you who might be taking a vacation this summer, and are lucky enough to go to Hawaii, be sure to look up a bike shop and find out their schedule or races and plan to attend one while you're over; I hear they're a gas...and the riders are GOOD!

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Daytona. Laconia. Mosport.

FLASH: Ron Pierce swept to victory in the 50 Mile Amateur Road Race at Indianapolis on August 4th aboard a 350cc YAMAHA, defeating 500cc and 750cc machines on the fast horse-power course. Keith Mashburn continued his winning ways with a double headed victory at Ascot Park winning the Flattrack Novice Main Event on Friday, August 2nd and the TT Novice Main Event on Saturday August 3rd.



When we first announced 5-port power, we got mixed reactions: "Hmm... really... good for you... yawn."

Since then, we've visited a few race tracks.

(Daytona: 7 out of the first 10 places in the 250cc Race. 2nd and 3rd in the 200 Mile Classic against machines twice our size. Laconia: 8 out of the first 10 places in the 75-mile Expert 250cc Final. Mosport: 1st in both the 250cc and the Open class.)

Suddenly, everybody's interested.

Here's the difference with 5-port power: In an ordinary 2-stroke engine, burnt gases at the top of the combustion chamber keep the fresh charge of fuel from completely filling the chamber. Some of the fuel goes straight out the exhaust port.

5-port power puts two extra ports at the back of the cylinder. Fresh fuel swirls up into the top of the chamber (not out the exhaust). All the burnt gases are pushed out. The chamber is completely filled with fresh fuel.

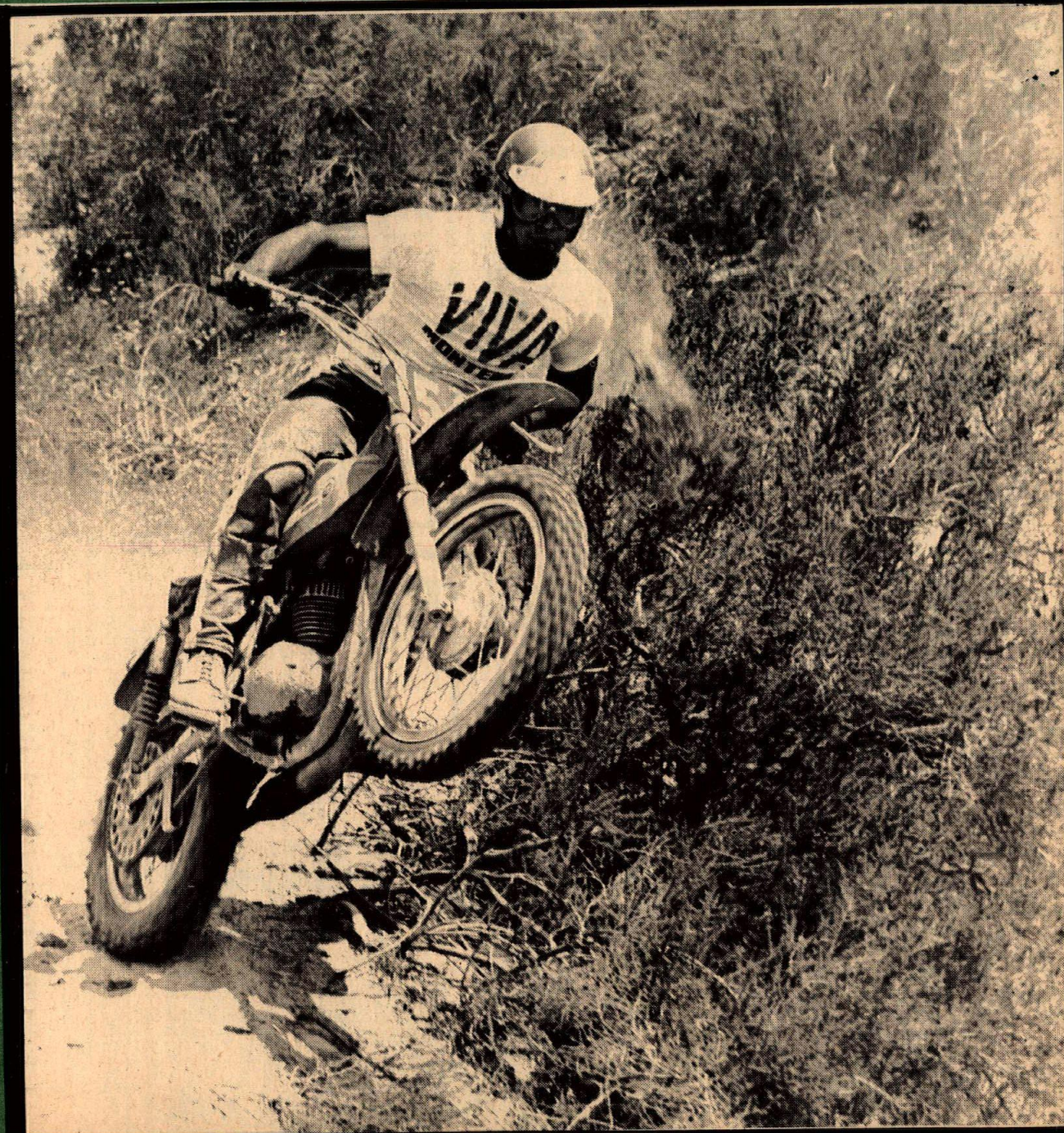
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CYCLE NEWS

25 CENTS

August 29, 1968

AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER



John DeSoto is shown here winning the 250cc Expert class at the Sagehoppers M.C. Moto-Cross at Encinitas, California on Aug. 4. Complete story, results, and photos next week! Photo by Bill Pettigrew.